FEBRUARY 3. 1962. VOL. CCXLVIII. No. 3218. TWO SHILLINGS AND SIXPENCE

THE SPHERE

SOUTH AMERICA
THE BACKGROUND TO PRINCE PHILIP'S VISIT

GEISWEILER
the Greatest name in Burgundy
Sole Importers : Fickus Courtenay & Co. Ltd., 35, Dover Street, London, W.1.

The essence of feminine elegance . . .
LES PARFUMS
WORTH

JE REVIENS · VERS TOI · DANS LA NUIT · IMPRUDENCE

BY APPOINTMENT TO HER MAJESTY THE QUEEN
TABLE SALT AND PEPPER MANUFACTURERS · CEREBOS LTD
Cerebos
Salt of quality

BY APPOINTMENT TO HER MAJESTY THE QUEEN

SUPPLIERS OF PHOTOGRAPHIC EQUIPMENT
WALLACE HEATON
The Camera People
127 New Bond Street, London, W.1

Fortnums in the evening?
delicious!
Fountain Restaurant is now open until 11.30 p.m. Mon-Fri
Fortnum & Mason
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Drambuie
the secret you can taste

MORNY
OF REGENT STREET LONDON
FINE SOAP · MATCHING BATH LUXURIES · PERFUME

Charles Heidsieck
CHAMPAGNE
VINTAGE 1955

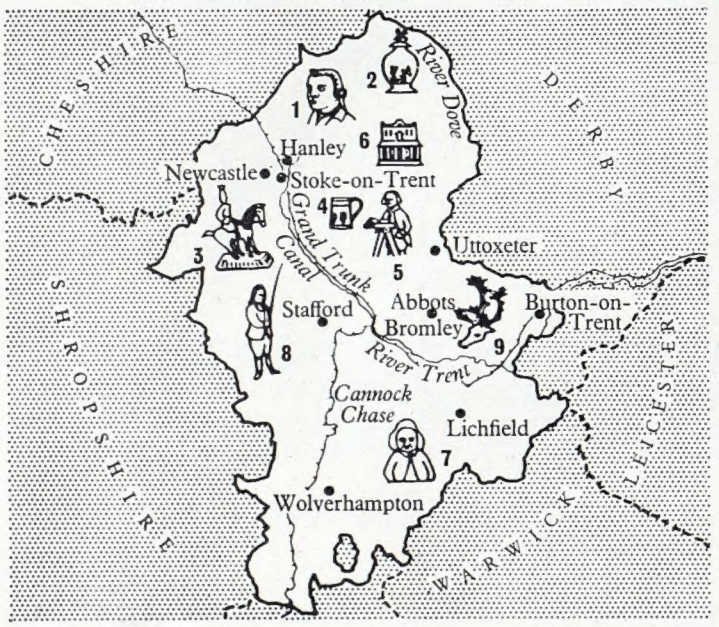
Royal Exchange
ASSURANCE
Head Office at the Royal Exchange · London

Incorporated in 1720

PUBLISHING OFFICE: INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2
Registered as a Newspaper for Transmission in the United Kingdom
FOR POSTAGE RATES SEE FRONTISPIECE
PRICE 2/6

Painted by Julian Trevelyan

Shell guide to STAFFORDSHIRE



If you want to know about the china and earthenware on their shelves or in your cabinet, go to the Potteries Museum at Stoke-on-Trent, the sturdy centre of grimy furnaces and long lines of grimy houses in this sturdy county of industrial smoke and coal mines and rising moorland of millstone grit. Here, on the right, stands a bust of the great potter Josiah Wedgwood (1) (1730-1795), next to a blue jasper-ware vase (2) from his factory at Etruria in Stoke-on-Trent. Below, a little man on horseback (3), one of Staffordshire's extraordinary salt-glaze figurines. Also a pint mug (4) in Mocha ware or "spit ware", a characteristic product on which the fernlike ornament was made by spitting tobacco juice or an extract of tansy into the wet glaze. Staffordshire's economy was founded on canals, on the work of the redoubtable canal engineer James Brindley (5) (1716-1772), seen on the left of the picture, builder of the Grand Trunk Canal. Another of the sturdy characters of this sturdiest county was the preacher Hugh Bourne (1772-1852), adding God to mammon, comfort to misery, indicated here by his yellow chapel (6), from Hanley. He was founder of the Primitive Methodists. No image of the county would be complete without a fourth character of millstone grit, Dr Samuel Johnson (7) (1709-1784), of gentler Lichfield, sad, fierce poet and, according to taste, sage or intellectual bully, admirable or detestable Dr Blunt, a rude Brains Trust all in himself. Isaak Walton (8), born in Stafford in 1593, represents a milder rurality, though recent discovery has shown his Compleat Angler to have been largely plagiarism of another man's work. For contrast of industrial and pre-industrial, go to Abbots Bromley, on the Needwood Forest road, for the forest horn dancers. The horns, or horn masks (9), kept in Abbots Bromley church, are "out" every year on the Monday following the first Sunday after September 4th.

The "Shell Guide to Wild Life," a monthly series depicting animals and plants in their natural surroundings, which gave pleasure to so many people, is published in book form by Phoenix House Ltd at 7/6. The "Shell Guide to Trees" and "Shell Guide to Flowers of the Countryside" are also available at 7/6 each. On sale at bookshops and bookstalls.

YOU CAN BE SURE OF SHELL

The key to the Countryside

If your horizons have widened, have a **HUMBER** complete the picture

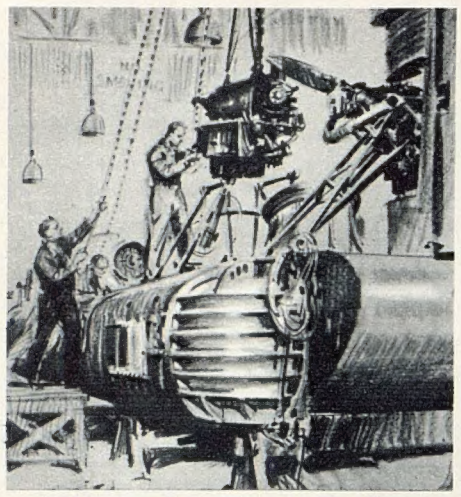
Every picture tells a story—every Humber tells the right one. The partnership of assurance—a man and his Humber. He can rely on it. On the way it performs (brilliantly), on the way it looks (every inch a thoroughbred), in the way it accommodates (generously, luxuriously). Able to deal with any conditions that climate, roads and traffic can devise. And safe. Very safe. Very strong. Imposingly elegant in any company. And it is for these very important reasons that at a certain moment in your life (perhaps now?) a Humber will fit your aspirations like a glove. The 3-litre, six-cylinder Super Snipe Saloon has front disc and large rear brakes, dual headlamps and outstanding suspension. Fully-automatic transmission, power-assisted steering, individual front seats and overdrive (on normal transmission models) available as extras.

SUPER SNIPE SALOON
Unrivalled by any other car approaching its price.
£1532.9.9
(£1050 plus p.t. £482.9.9)

HUMBER HAWK SALOON
Remarkable value at
£1277.5.7
(£875 plus p.t. £402.5.7)

ROOTES MOTORS LIMITED

HUMBER LIMITED · DIVISION OF ROOTES MOTORS LIMITED · LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LIMITED · DEVONSHIRE HOUSE · PICCADILLY · LONDON W.1



Hovercraft under construction

Chemicals—Complete chemical plant and equipment including plant for thermosetting and thermoplastic polymers and synthetic fibres from polymers and polycondensation products: effluent treatment equipment: chemical vessels.
Communication—Micro-wave link and survey towers: postal sorting equipment: internal communication systems: permanent magnets: rigid and flexible electrical insulating materials.

forged steel die blocks: travelling grate and rotary driers for cement and chemical industries: ducting: ejectors: belt elevators: evaporators: hydraulic forging presses: friction hoists: fuel pump couplings: gantries: gas bottles and cylinders: gearing of all types including gear blanks in laminated plastics and boxes in metal: cast steel hammer blocks: industrial hoists and goods lifts: pipes: plastic metals: press

Mining and Quarrying — Automat couplers for mine and quarry car blasting explosives: cages: coal conveyo structures: colliery tubs: winding gea coal, coke and ash handling plant crushing and grinding plant: detonators tunnelling machines: mining dials theodolites: levels: weighing machine for coal, clinker, etc: gold dredges rippers, dozers and scrapers: aggregat drying plant: dust suppression system

Equipment for Industry

Electrical—Steel forgings and castings: rotors: insulating materials of all types: mechanical assemblies and accessories: sealing materials for capacitors: laminated plastics: flexible insulations.

brakes: pneumatic and general mechanical handling equipment: vacuum pumps: springs and torsion bars: moulded mechanical rubbers and extruded sections.

flexible ducting.
Non-ferrous Metals—Castings: ingots sheets: forgings: stampings: extrusions tubes: rods: bars: in aluminium aluminium-bronze, brass and copper.

VICK

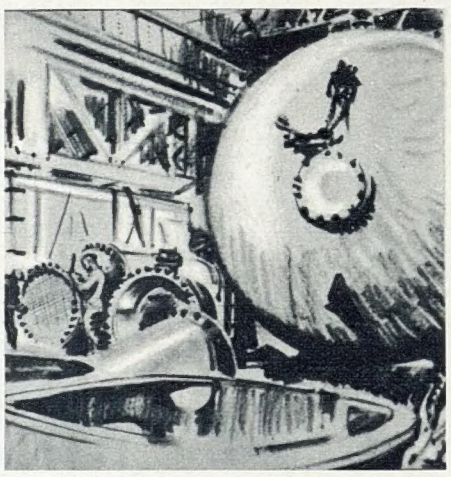
Agriculture—Grain cleaners: stores and silo equipment: seed cleaning and polishing machinery: cotton stalk pullers: grain dryers: potato diggers.

Aircraft—Propeller turbine and turbo-jet airliners: military aircraft: aircraft equipment including chairs, galleys, etc: assembly jigs: staging: freighter aircraft: freight handling equipment: guided missiles: loading ramps and containers: test rigs: wind tunnels: hangars: special alloy steel: forgings: drop forgings: inertial guidance systems: gyroscopes: electric and electronic test laboratory gear.

Malting, Brewery, Distillery and Bottling—Air conditioning and dust extraction plant: barley cleaners and drying plants: complete bottling plant for beer, soft drinks, cider: complete brewery, malting and distilling plant: can making: complete kiln equipment: labelling machinery: pneumatic grain handling plant: carbonating equipment.

Building and Construction—Fabricated steelwork for buildings and bridges: rubber flooring: galvanizing (hot-dip and general): shot blasting: metal spraying: pre-fabricated bridges: structural roofwork: sheet metalwork: steel shelving: steel buildings: acid pickling and descaling of structural material: bridges and bridge operating machinery: caissons: cement making plant: steel chimneys: factory cladding: constructional iron and steelwork: safe load

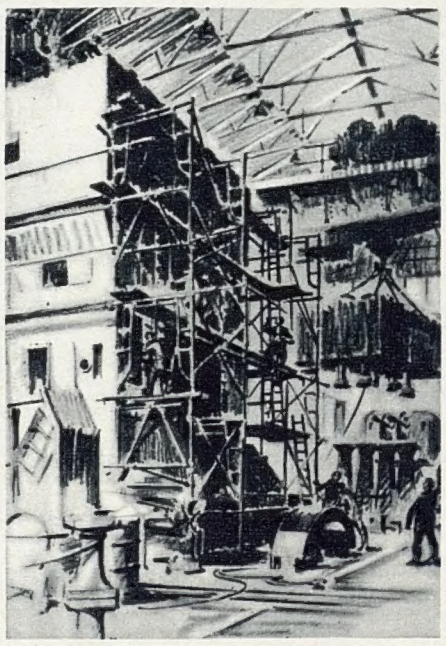
Food—Accelerated freeze drying installations: butter processing plant: groundnut decorticators and graders: mixers for liquids: tablet, cube and pellet making machinery: bottling and capping machinery: canteen furniture: complete sugar beet plant.



Pressure vessel for chemical plant for export

General Engineering—Carbon and alloy constructional steel: high speed steels: alloy and carbon tool steels: 'Clearing' presses and McKay equipment: torque convertors: torsion bars: tube mills: valves, oil, steam, water and air:

Machinery and Machine Tools—Butt welded tools: carbide tipped tools: ceramic cutting tools: chisels: milling cutters: boring cutters: drills: files: form tools: lathe tools: rasps: reamers: taps, dies and chasers: block levels: hacksaw blades.



'Clearing' press under construction

Assembling lenses for theodolites

Nuclear—Heavy rolled steel plate and magnet frame assemblies: steel forgings: reactors: simulators: remote handling equipment: in-pile rigs and loops.
Office Equipment—Steel filing cabinets and systems: steel desks: stationery supplies: drawing office paper of all types: photo-printing machines and accessories: tracing cloth and paper chairs.
Packaging—Cardboard boxmaking machinery: filling and packaging machinery: sponge rubber sheets.
Paint—Mills: mixers of various types: manufacturing plant: plant layout, etc.

The VICKERS group of Companies

It is not always appreciated that the interests of Companies in the Vickers Group and Associated Companies extend far beyond the better-known activities of aircraft construction and shipbuilding. The list of products shown in this advertisement gives a broad indication of the wide range of industrial equipment produced by the Group, which has Companies throughout the world and are in association with **Astarsa F.A.**, Buenos Aires.

indicators for cranes: dock and harbour machinery: drawing office equipment: earth moving equipment: surveying equipment: dragline buckets: asphalt plant: soil stabilisation plant: aggregate dryers: storage hoppers: conveyors: wheeled shovel loaders.

variable speed gears: bearings in non-ferrous metals and plastics: copper, aluminium and stainless steel vessels for all industries: conveyor and despatch apparatus: ball mills: autoclaves in forged steel: hydraulic pressure cylinders in steel, stripwound, etc.:

Medical—Blood cell counters: water-proof materials for hospitals: irradiation sterilization equipment: microscopes: ophthalmic services: linear electron accelerators: oxygen chambers: hospital overbeds: cantable air beds: anti-static flooring: breathing apparatus.

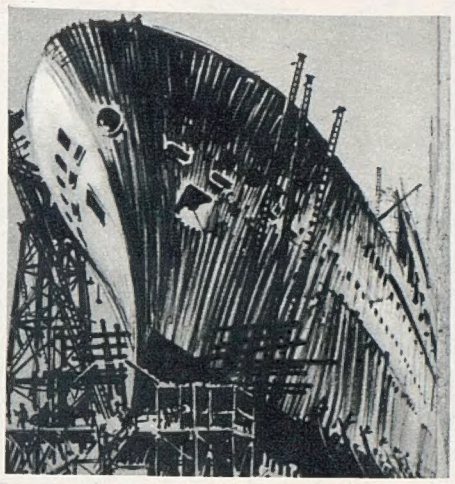
Plastics and Rubber — Laminat plastics sheets in fabric and paper-ba grades: leathercloth and PVC coat materials: rubber matting: roller cove ing: mechanical rubber goods: sheet natural and synthetic rubber: insertio and extrusions.

Final testing of microscopes

machinery for printers' roller manufacturers: engraving rubber.

Scientific and Optical Instruments—Biological assay apparatus: optical clinometers: compasses of all types: optical dividing heads: drawing office equipment: meteorological instruments: microscopes: optical instruments and components: metallurgical polishing machines: protractors of all types: scales: set squares: test laboratory services: lenses: optical and micro-wave surveying instruments: hardness testing machines.

Shipbuilding—Marine boilers (all types): bollards: buoys: passenger and cargo vessels of all types: train ferries: ore carriers: naval vessels: tankers: deck machinery including hydraulic capstans: marine condensing plant: derricks: marine diesel engines: floating



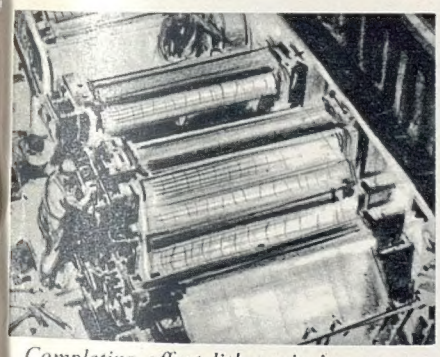
'Oriana' under construction

compaction rollers: theodolites: root cutters.

Transportation—Railway carriages and wagons: diesel railcars: diesel locomotives: electric locomotives: electric stock for suburban surface and underground systems: carriage and wagon underframes and bogies: wheels and axles: prefabricated material for barges: bearings in metal: bus and trolley-bus bodies: luxury coach bodies: chassisless vehicles: cast steel sideframe and bolster bogies: frames: brake gear: buffers: wagon hoists: commercial vehicle bodies: trailers, articulated semi-trailers and containers for all types of transportation: automatic couplers and draftgear: drop forgings: springs and torsion bars: forgings and pressings for all rolling stock: underground escalator structures: hovercraft: PVC coated

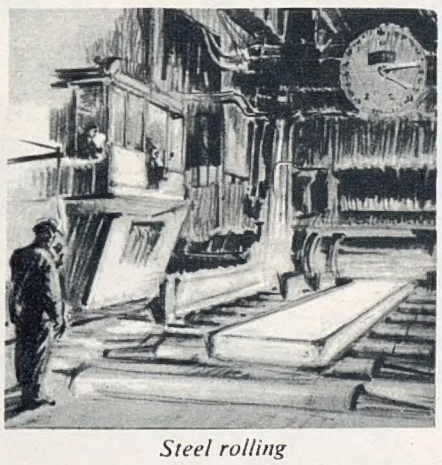
KERS

Power—Transmission line towers: turbine and alternator rotor shafts and wheels in forged steel: turbine blading and casings: valves, oil, steam, water and air: variable speed gears: accumulators (various): air bottles: air valves: high pressure stripwound vessels: hollow-forged boiler drums: coal, coke and ash handling plant: coal hoists: condensing plant: circulating water pumps: drilling derricks and platforms and drilling equipment for oilwells: pumping, hydraulic and electric engines: feed water heaters: hydraulic furnace machinery: furnace steelwork: high-pressure stop and control valves: inductor plates for power stations: pumps: generator and turbine shafts, cast steel runners and pelton wheels for hydro-electric plants: scrubbers for gas industry.

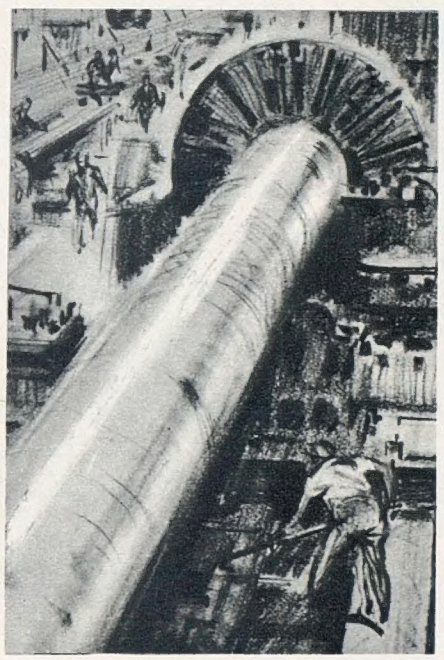


Completing offset-litho printing press

docks: fairleads: floats: furniture in wood and steel: steel hatch covers: barges: pre-fabricated material for barges: hull forgings and structural castings: floating landing stages: marine propulsion machinery including diesel and steam turbine: crankshafts and engine forgings: shaftings: gearing: pontoons: pumps of all types: ship and engine repair work, conversion, modernisation and refitting of all descriptions: slipway machinery: horns: winches: nuclear propulsion equipment: laminated stern tube bearings: dumb lighters: rivet snaps: mechanical rubber components.



Steel rolling



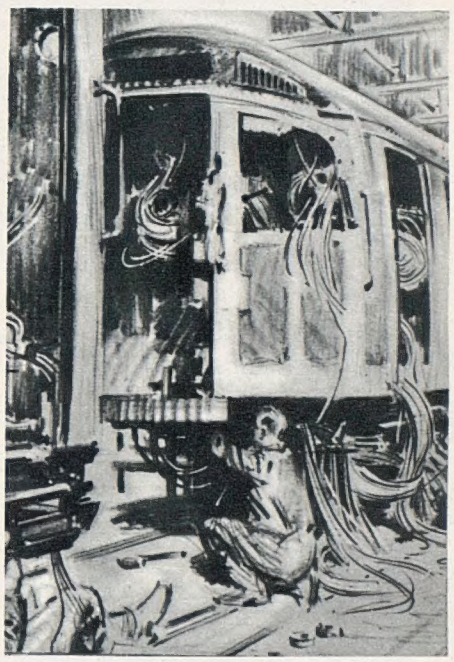
Machining a steel propeller shaft

rolling mill equipment: steel works plant and machinery.

Stainless and Heat Resisting Steels—Billets: bars: plates: sheets: strip: sheet coil: coiled rod: castings: centrispinnings: forgings.

leathercloths for blinds.

Water Engineering—Penstocks: drilling apparatus for wells: axial flow pumps for drainage, irrigation, etc: pumping engines: test house facilities for pumps:



Building a coach for London's Underground

THE COMPANIES IN THE VICKERS GROUP AND ASSOCIATED COMPANIES:
Vickers-Armstrongs (Engineers) Ltd. Vickers-Armstrongs (Onions) Ltd. Vickers-Armstrongs (Shipbuilders) Ltd.
Vickers-Armstrongs (South Marston) Ltd. English Steel Corporation Ltd. Oldings (Hatfield) Ltd. Firth-Vickers Stainless Steels Ltd.
High Polymer & Petrochemical Engineering Ltd. Metropolitan-Cammell Carriage & Wagon Co. Ltd.
Metropolitan-Cammell-Weymann Ltd. Ioco Ltd. Cooke, Troughton & Simms Ltd. Robert Boby Ltd. George Mann & Company Ltd.
ABC Motors Ltd. British Aircraft Corporation Ltd. Vickers Nuclear Engineering Ltd. Metchair Ltd. Vickers and Bookers Ltd.
Vickers Research Ltd. Hans J. Zimmer AG.

OVERSEAS AND COMMONWEALTH—Vickers Australia Pty. Ltd. Canadian Vickers Ltd. Vickers (Pakistan) Ltd.
Cooke, Troughton & Simms South Africa (Proprietary) Ltd. Rhodesia & Nyasaland—Vickers-Armstrongs South Africa (Proprietary) Ltd.
U.S.A.—Cooke, Troughton & Simms, Incorporated

Printing and Bookbinding Equipment—Scott Vickers high-speed rotary newspaper presses: sheet-fed offset lithographic printing presses: sheet-fed metal decorating presses: sheet metal varnishing machines: wire stitching machines: printing ink machinery:

Soap and Cosmetics—Mills: plodders: hand-operated stampers.

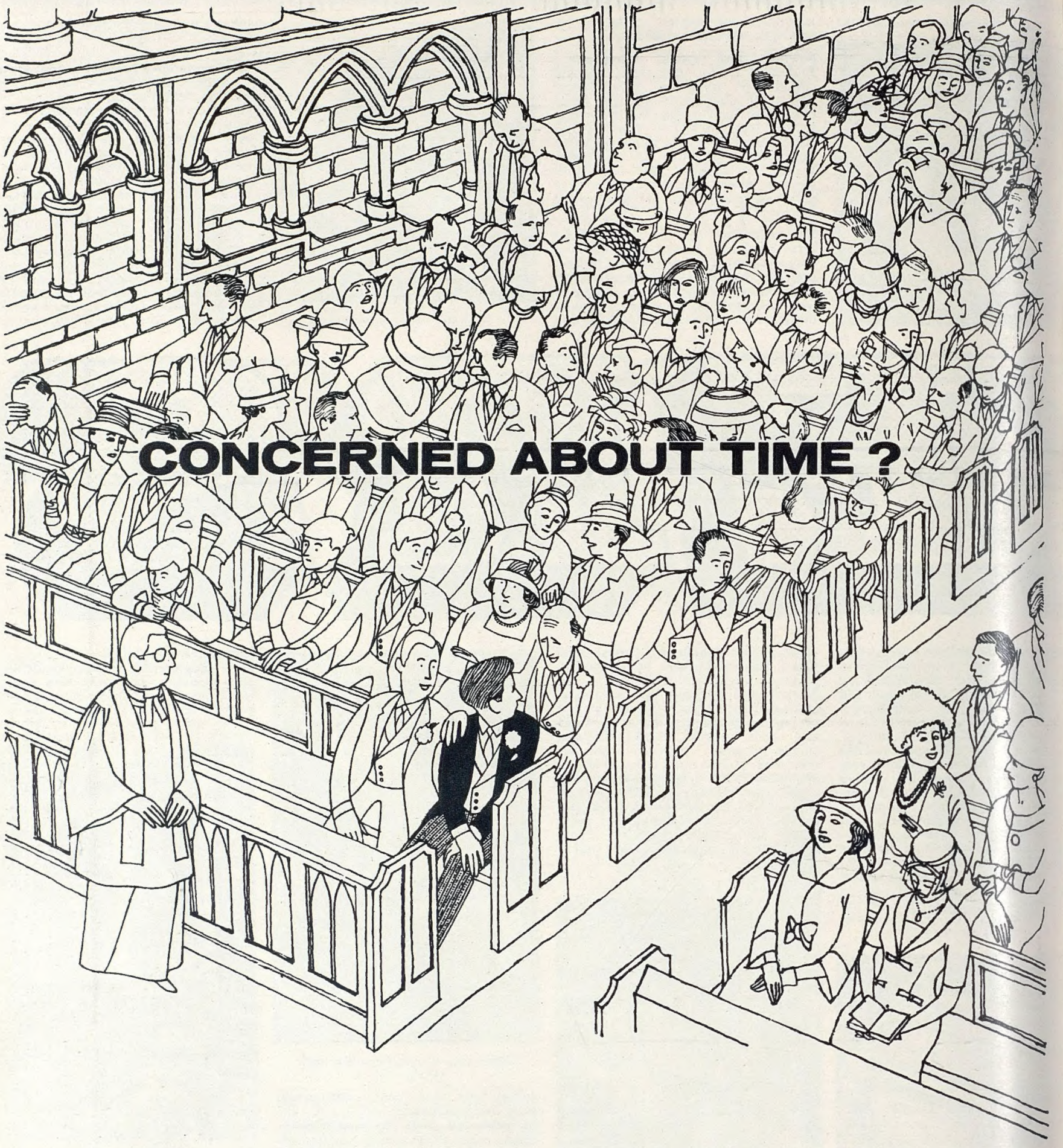
Steel—Carbon: alloy: high-speed and tool steels: stainless:—supplied in billets, blooms, bars, slabs, plates and sheets: heavy plate: forgings: castings: drop forgings: pressings: fabricated sections:

Surveying and Land Clearance—Base line apparatus: beacon lamps: tractor control units: dozers: scrapers: levels of all types: field books: surveyors folding rods: hydrographic survey apparatus: invar bands: plane tables and planimeters: ranging poles: rippers:

sluices:—hydraulic, electric, oil and air-driven: valves: pelton wheels in stainless steel: ditching plants.

Miscellaneous — Industrial protective clothing: sporting, shot and rifle gun barrels: rubber matting: oil and water coolers.

TGA V91



MITCHELL CONSTRUCTION

BUILDING AND CIVIL ENGINEERING CONTRACTORS

THE MITCHELL CONSTRUCTION COMPANY LTD

WHARF WORKS · PETERBOROUGH

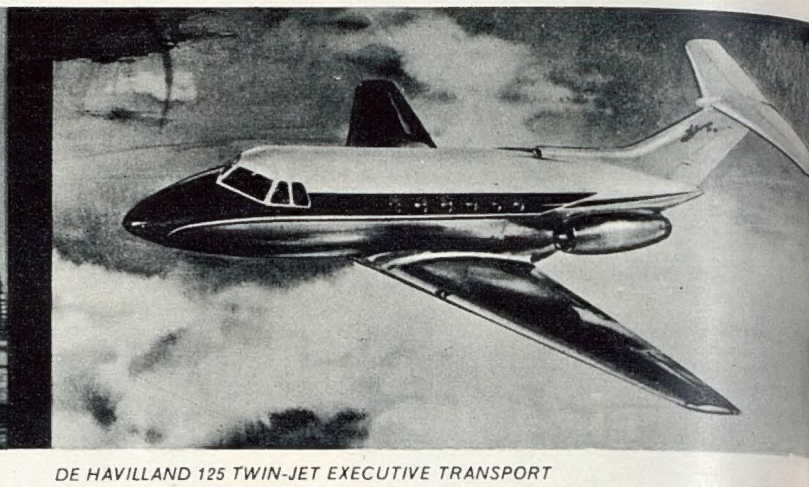
the finest scotch wherever you are

BY APPOINTMENT
TO HER MAJESTY THE QUEEN
SUPPLIERS OF SCOTCH WHISKY
HILL THOMSON & CO. LTD.
EDINBURGH

HAWKER P1127 V.T.O.L. STRIKE FIGHTER

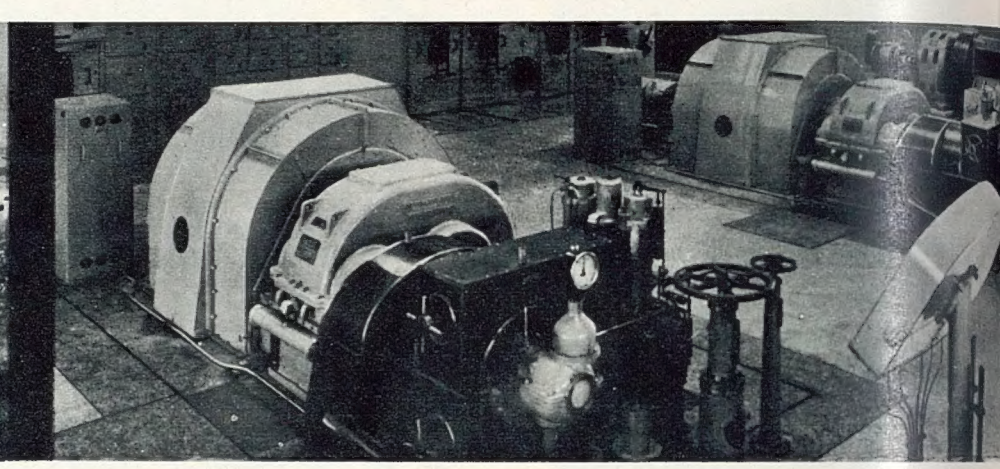
DE HAVILLAND TRIDENT SECOND GENERATION JET AIRLINER

A. V. ROE 748 FEEDER AIRLINER

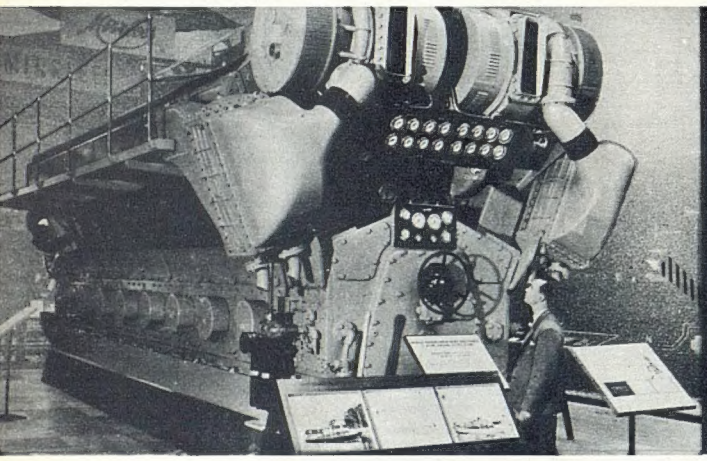


DE HAVILLAND 125 TWIN-JET EXECUTIVE TRANSPORT

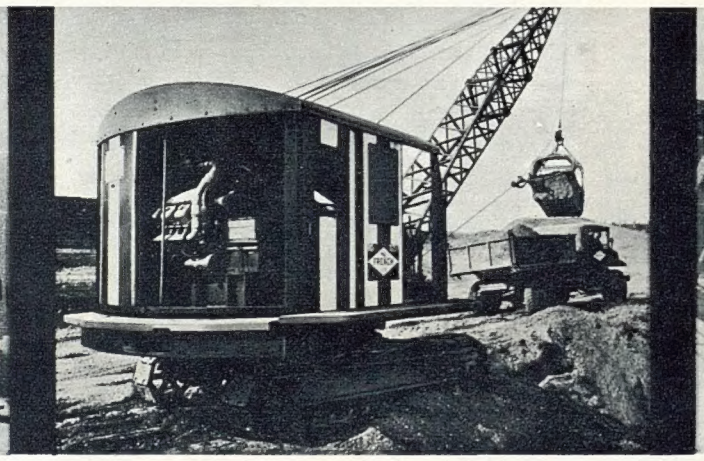
DE HAVILLAND (CANADA) OTTER 1½ TON STOL TRANSPORT



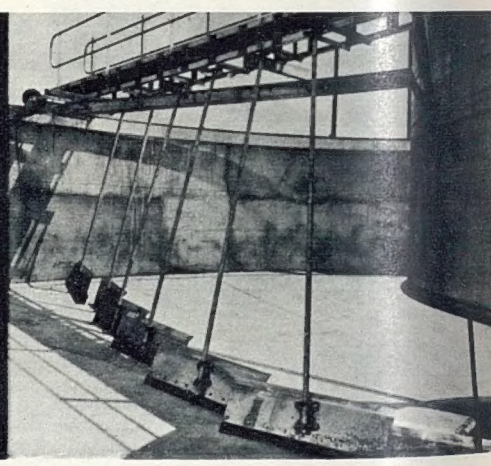
STEAM TURBINES FOR POWER GENERATION



DIESEL ENGINES UP TO 7,000 B.H.P.



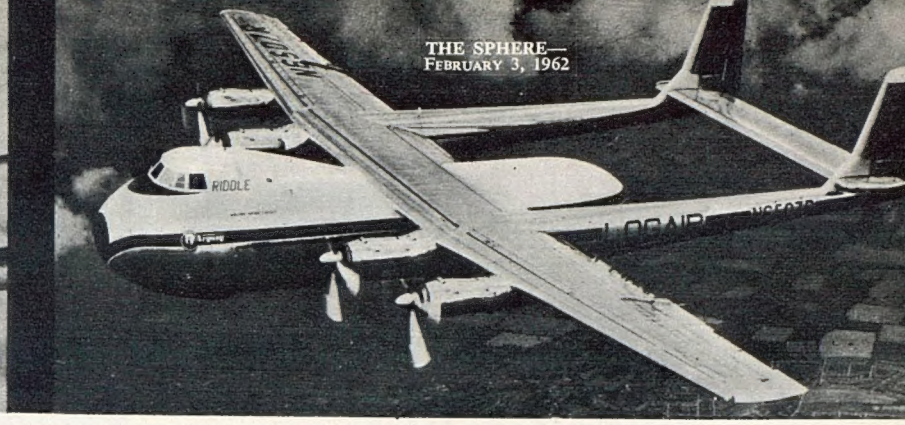
AIR COOLED DIESELS FOR CIVIL ENG. PLANT



SEWAGE PLANT EQUIPMENT

THE HAWKER SIDDELEY GROUP, ONE OF THE LARGEST ORGANISATIONS OF ITS KIND IN THE WORLD, CONSISTS OF MORE THAN 70 COMPANIES ENGAGED IN THE FIELDS OF AVIATION AND GENERAL ENGINEERING

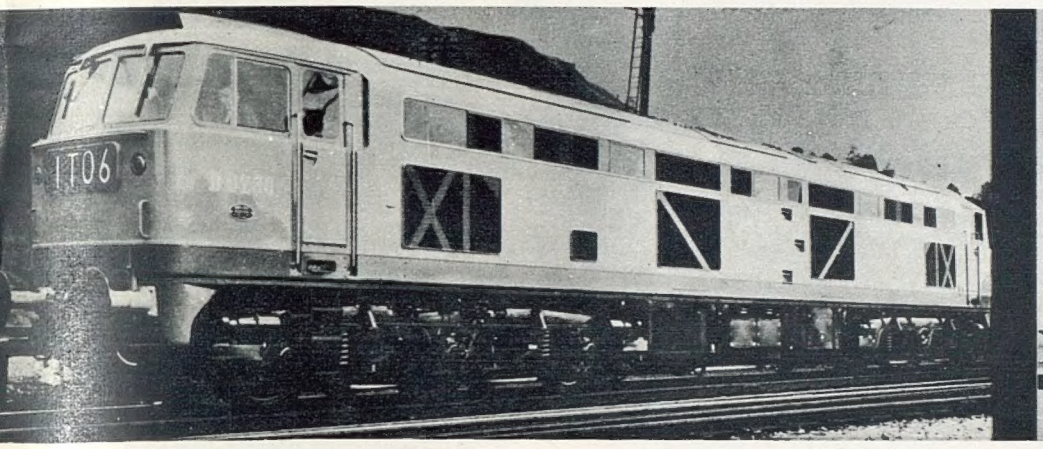
DE HAVILLAND COMET JET AIRLINER



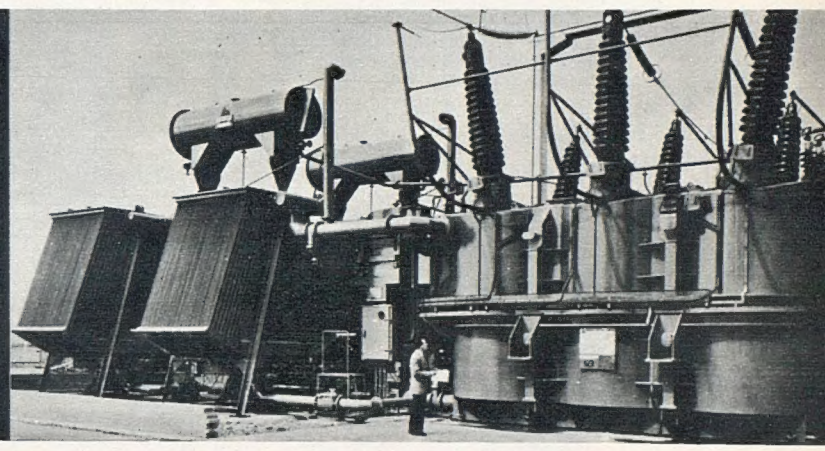
WHITWORTH GLOSTER ARGOSY FREIGHT & PASSENGER TRANSPORT

HAWKER HUNTER TRAINER

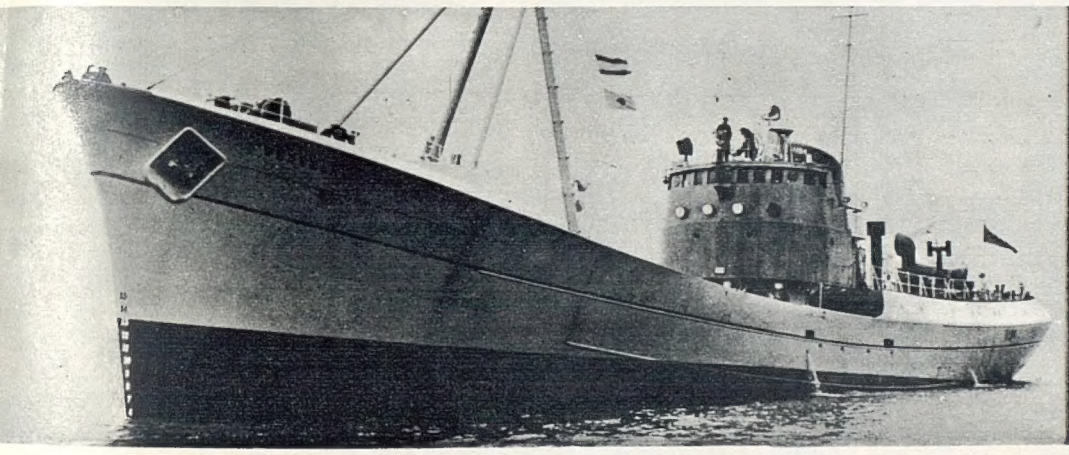
DE HAVILLAND DOVE 6-11 PASSENGER FEEDER AIRLINER



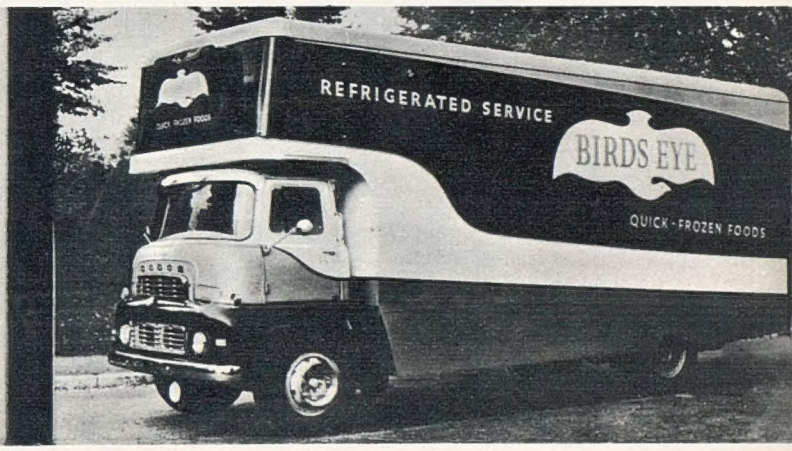
DIESEL ELECTRIC LOCOMOTIVES FOR ALL GAUGES



TRANSFORMERS & TAP CHANGERS FOR POWER DISTRIBUTION



MAIN PROPULSION DIESELS FOR TRAWLERS, TUGS & COASTERS



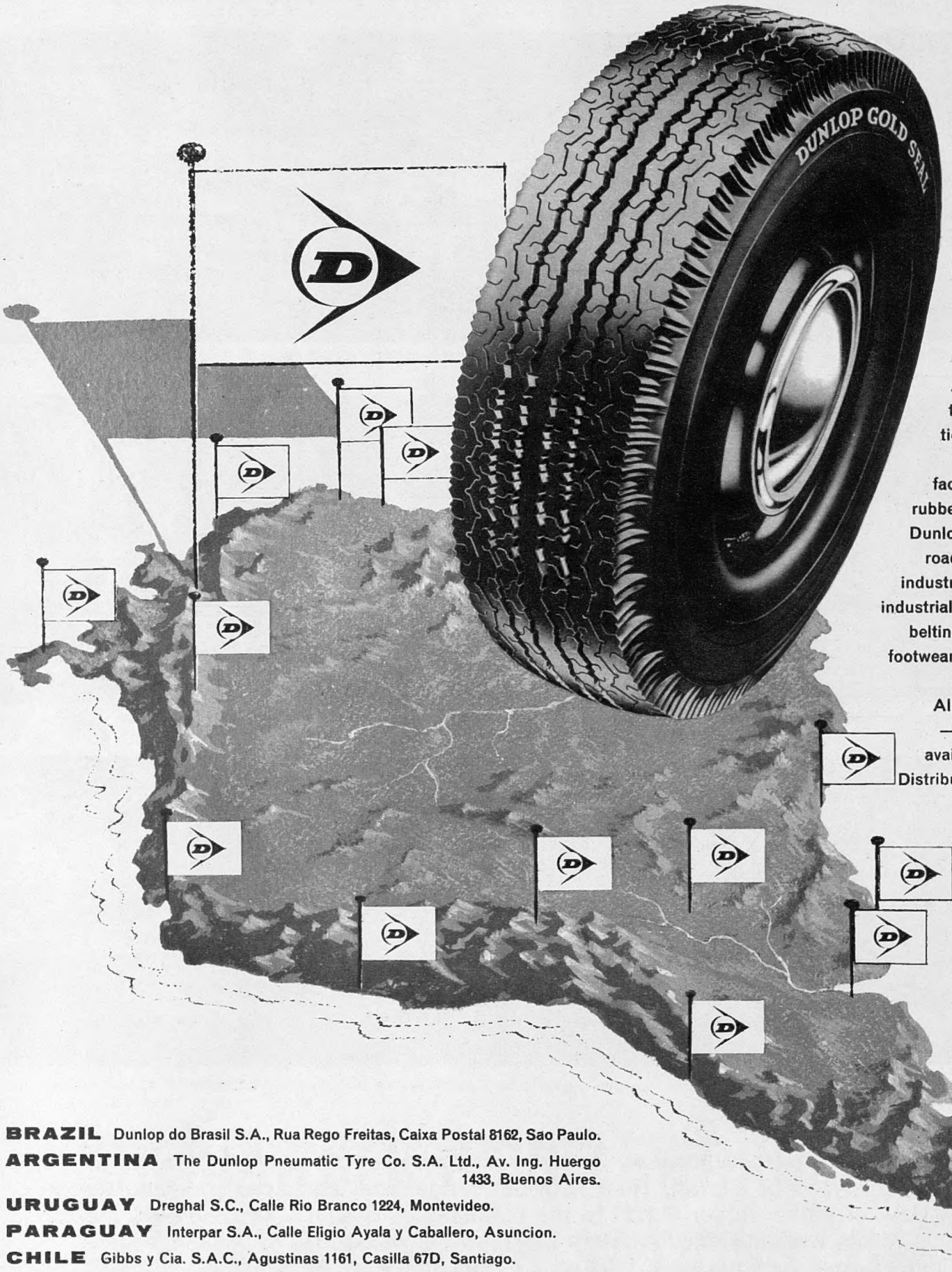
REFRIGERATED TRANSPORT FOR FOODSTUFFS

The aircraft interests are represented by six of the greatest names in aviation—Blackburn, de Havilland, Folland, Hawker, Avro, Whitworth Gloster—welded into one unit, and currently producing eighteen different types of aircraft. Their activities range from advanced projects like the revolutionary new Hawker strike fighter P.1127 to the mainstay of Britain's air deterrent, the Avro Vulcan bomber . . . from workaday air freighters like the A.W.A. Argosy to passenger jets such as the de Havilland Comet and the new Trident . . . from the A.W.A. Seaslug sea-to-air guided missile to the Avro Blue Steel and D.H. Blue Streak for satellite launching . . . These are the products of Hawker Siddeley Aviation, whose research, design, and production facilities are unsurpassed anywhere in the world. The activities of Hawker Siddeley Industries embrace every form of power equipment needed to supply the vital needs of civilisation—from heavy electrical machinery, marine and industrial diesel engines, turbines and locomotives to agricultural machinery. Hawker Siddeley are proud to have supplied many hundreds of diesel electric generating installations in Latin America, including those in more than 30 major power stations as well as civil and military aircraft in varying roles. No other single unit has so much to offer, so much experience to draw upon.

HAWKER SIDDELEY GROUP

DUNLOP

SYMBOL OF PROGRESS IN SOUTH AMERICA



All over South America you will see the name Dunlop and the organisation's dynamic symbol which stands for world supremacy in tyre manufacture and progress in every field of rubber and synthetic rubber technology. Dunlop makes over 150 types of tyres for road vehicles, aircraft, agricultural and industrial equipment . . . a great number of industrial products ranging from conveyor belting to hose . . . foam rubber . . . footwear . . . and sports equipment in immense variety.

All these unrivalled Dunlop products —and splendid service facilities—are available from Dunlop Depots and Distributors in thirteen South American countries.

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URUGUAY Dreghal S.C., Calle Rio Branco 1224, Montevideo.

PARAGUAY Interpar S.A., Calle Eligio Ayala y Caballero, Asuncion.

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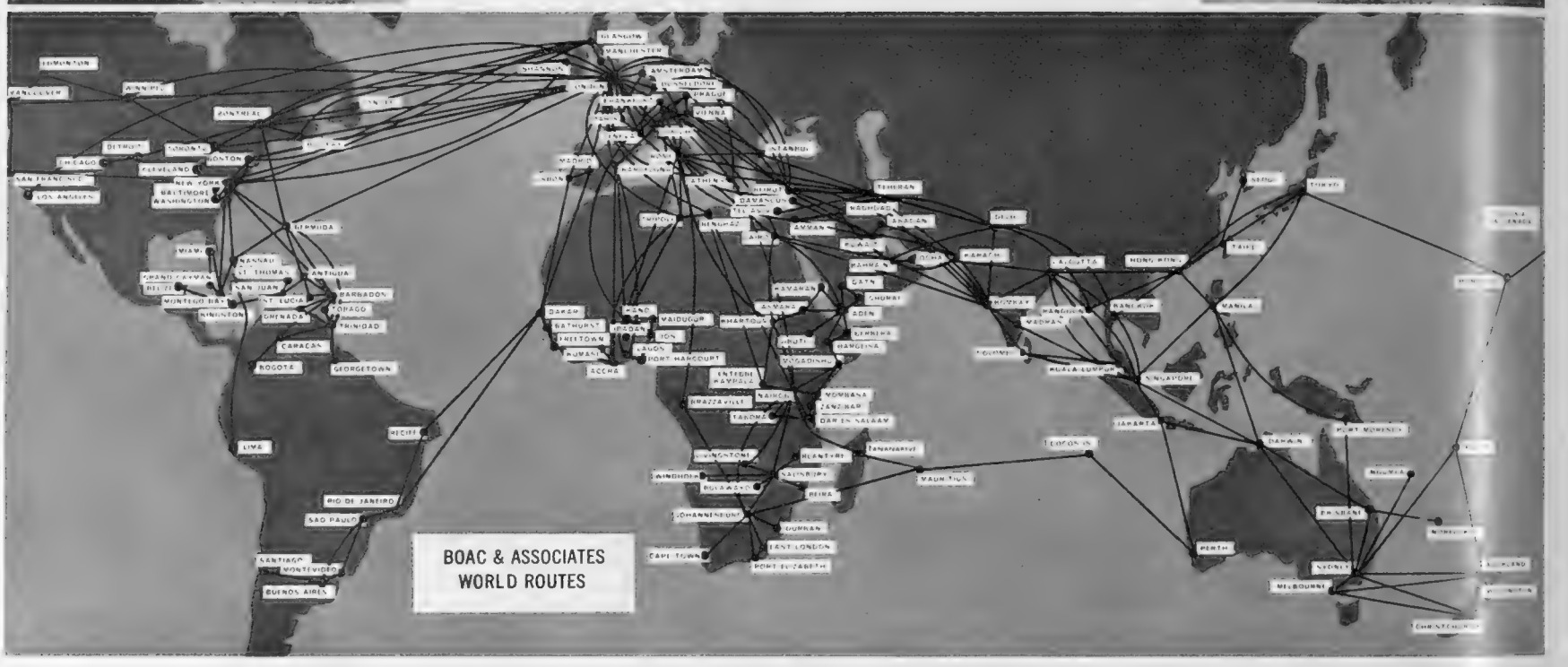

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Volume CCXLVIII No. 3218

THE

SPHERE

LONDON, February 3, 1962

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OFF TO SOUTH AMERICA

Prince Philip, Duke of Edinburgh is to leave London Airport next Tuesday evening to fly to Atkinson Airport, Georgetown, the capital of British Guiana, at the start of his long and comprehensive visit to South America. The countries he will visit after British Guiana are, in order: Venezuela, Colombia, Ecuador, Peru, Bolivia, Chile, Paraguay, Uruguay, Brazil and Argentina. Prince Philip is due to return to Britain in the first week of April. By that time he will have covered thousands of miles throughout South America. In the last decades its countries have seen the growth of manufacturing industries, particularly in Brazil and Argentina, where not only consumer goods such as textiles are manufactured but also basic industrial products such as heavy engineering equipment. South America is a continent of strong contrasts in scenery and in the nature of its various countries—Brazil with its Portuguese background, Uruguay with its advanced Welfare State, Argentina with its pampa, Venezuela with its wealth of oil, Peru with its long and barren coastline. (The section on South America starts on page 191)

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Peter Proctor's Sunbeam Rapier passes over the Col de la Schlucht in France on its way to Monte Carlo to gain fourth place in this year's Monte Carlo Rally. **Below right:** The winners, seen at Monte Carlo are Erik Carlsson, the thirty-two-year-old Swedish driver, and his co-driver, Gunnar Haggbom, in front of their 841-c.c. Saab, the smallest car ever to win the Rally. The Swedish pair started from Oslo. **Below, far right:** Also starting from Oslo, Miss Pat Moss and Miss Anne Wisdom in their Morris Mini-Cooper. They won the *Coupe des Dames* for the third time. Runners-up for the ladies' prize were another British couple, Mrs. A. Hall and Miss V. Domleo, in a Ford Anglia. British cars and drivers did well in the 1962 Monte Carlo Rally, held in some of the easiest weather conditions ever experienced. Although a Mercedes, driven by E. Bohringer, was second to the Saab, Sunbeam Rapiers, driven by P. Hopkirk and P. Proctor, were third and fourth in the overall classification. Seven British cars, including five Rapiers, were in the first twenty-five. Sunbeams won the Charles Faroux manufacturers' trophy, the *L'Equipe* prize for the best three cars of one make, and won their class. In the speed tests round the Monte Carlo race circuit, Lyndon Sims in his Aston Martin DB4 made the fastest time—8 mins. 15.3 secs.

ONE OF THE HIGHLY-SUCCESSFUL SUNBEAM RAPIERS NEGOTIATES A TRICKY SECTION OF THE MONTE CARLO RALLY

RALLY WINNERS—E. CARLSSON AND G. HAGGBOM

LADIES' PRIZE WINNERS—PAT MOSS AND ANNE WISDOM

Right, below: Mr. T. N. Kaul, India's Acting High Commissioner in London, and his daughter, welcome Mr. Duncan Sandys, the Secretary of State for Commonwealth Relations, at a reception celebrating India's Republic Day, January 26. Another Commonwealth Day which falls on January 26 is Australia Day. Seen from left outside St. Martin-in-the-Fields Church, in London after the service commemorating the day, are Sir Eric Harrison, the Australian High Commissioner, Miss Tania Verstak, who is Miss Australia, Dr. Hugh Gough, the Anglican Archbishop of Sydney and Lady Harrison

TWO COMMONWEALTH DAYS

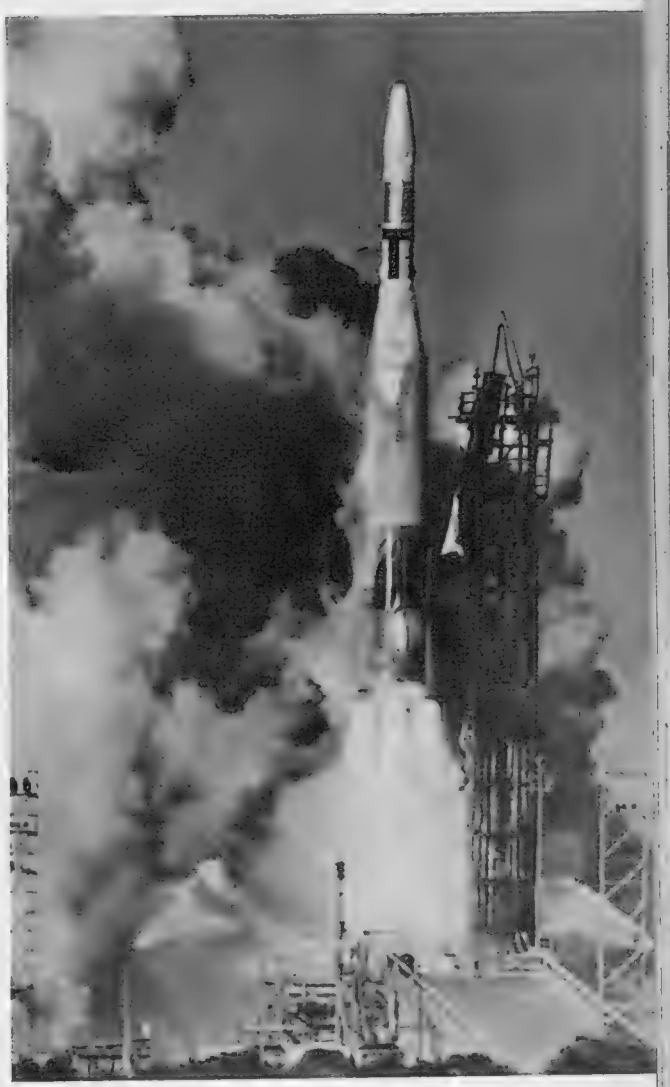
WALKING TO WORK

Far right: Crowds walk to work over Waterloo Bridge, in London, owing to the one-day unofficial strike affecting the Underground and on parts of the Southern Railway suburban services. The strike, which took place last Monday, was called because of the intervention by Mr. Marples, the Minister of Transport, in the pay talks between Dr. Beeching, the chairman of the British Transport Commission, and the leaders of the three railway unions. Mr. Marples asked the Commission to put the dispute to arbitration. Appeals to workers not to support unofficial strikes were made at the weekend by two of the union leaders and by Mr. Gaitskell. London bus garages abandoned a plan to join the strike, because of lack of support

THE NEWS IN PICTURES

Lieut.-Colonel John Glenn smiles cheerfully having left his Mercury space capsule after the American attempt to put him in orbit round the earth was cancelled last weekend. The launch from Cape Canaveral, using an Atlas rocket, was postponed because of thickening cloud over the base in Florida. It was announced by the National Aeronautics and Space Administration that a new attempt to put Lieut.-Colonel Glenn in orbit would be made this week. It was a busy period at Cape Canaveral. Another highly-important launch was that of the Ranger III moon probe. **Far right:** Ranger III, on top of its Atlas Agena-B rocket, lifts off the launching pad in billowing clouds of smoke and flame. Excessive thrust from the launching rocket sent the capsule off course—it was planned to land an instrument package on the moon but the moon probe got no nearer than 22,000 miles away

LIEUT.-COLONEL GLENN AFTER HIS LONG WAIT



THE U.S. MOON PROBE IS LAUNCHED

Below right: Senor E. V. Haedo, the Uruguayan President, offers a tasty morsel to Mr. Rusk, the U.S. Secretary of State, during a barbecue luncheon given at Punta del Este, in Uruguay. The conference of Foreign Ministers of the twenty republics in the Organisation of American States has been meeting at Punta del Este. In Washington the State Department announced that a majority at the conference had agreed that Cuba had become an "outlaw" to the principles governing the O.A.S. But the delegates were unable to agree to precise measures to be taken and the Conference met again this week to attempt to solve this difficulty. The U.S. and twelve other Governments had wanted to banish Cuba from the O.A.S., but this was opposed by seven other states, led by Brazil and Mexico. **Far right:** Conferring at Punta del Este are, from left, Senor C. M. Sotomayor of Chile: Senor M. Tello of Mexico; Senhor San Thiago Dantas of Brazil; and Dr. M. A. Carcano of Argentina

DELEGATES AT THE CONFERENCE IN URUGUAY OF THE ORGANISATION OF AMERICAN STATES

Italian policemen guard the wreckage of a MiG jet aircraft of the Bulgarian Air Force. The plane crashed near Bari, in south-east Italy, last week, within two miles of the NATO missile base of Acquaviva delle Fonti. The pilot, who was slightly hurt, was later transferred from hospital to a prison

A BULGARIAN MIG CRASHES IN ITALY

Far right: The twisted remains of a car which was blown up in the main courtyard of the French Foreign Office in Paris. The explosion, caused by a plastic bomb believed to have been planted by the Organisation of the Secret Army (O.A.S.), killed one man and wounded thirteen people. On the same day a Gaullist deputy was abducted by armed men. He was later rescued by the police

EXPLOSION AT FRENCH FOREIGN OFFICE

The 81,200-ton liner *Queen Mary* (right background) passes her sister-ship, the 83,700-ton *Queen Elizabeth*, in Southampton Water. The *Queen Mary*, returning to service after her annual refit, sailed for New York last week. The *Queen Elizabeth* arrived from New York on the same day, and is taking the *Queen Mary's* place in the dry-dock. It was an unusual meeting, as the Cunard liners run a weekly shuttle service, so that one is usually in New York when the other ship is in Southampton

MEETING OF THE QUEENS AT SOUTHAMPTON

Scaffolding surrounds the walls of Waltham Abbey, in Essex, where extensive restoration and renovation are being undertaken. The Abbey was founded before the Norman Conquest and in the Middle Ages was one of the greatest and richest religious foundations in the country. The present church is all that remains of the Abbey buildings

RESTORATION OF A FAMOUS ESSEX CHURCH

Far right: The Rt. Rev. Cyril Easthaugh enters the great West Door of the Cathedral at Peterborough to be enthroned as the thirty-fourth Bishop of the diocese. Formerly Bishop Suffragan of Kensington, Dr. Easthaugh is aged sixty-four. He won the M.C. in the First World War. From 1930 to 1935 he was at Cuddeson Theological College, first as Chaplain and then as Vice-Principal. From 1935 to 1949 he was vicar of St. John the Divine, Kennington

PETERBOROUGH'S NEW BISHOP

Staff officers haul Rear-Admiral Smeeton's car past the aircraft carrier *Victorious* along the quayside at Portsmouth after he had handed over as Flag Officer, Aircraft Carriers, to Rear-Admiral F. H. E. Hopkins. Formerly Flag Officer, Flying Training, Rear-Admiral Hopkins joined the Navy in 1927 and has had a distinguished career, taking part in operations at Dunkirk, the Battle of Matapan, the defence of Malta, the Battle of Leyte Gulf in the Pacific, and Korea

FAREWELL TO THEIR FLAG OFFICER AT PORTSMOUTH

Far right above: Seen at the lunch of the Business Equipment Trade Association are Mr. Erroll (right), the President of the Board of Trade, and Mr. B. J. W. Coxeter, who is President of the Association. The luncheon was held on Thursday of last week at the Connaught Rooms in Holborn, London

A LUNCH FOR MR. ERROLL

Far right below: One of the largest reinforced, one-piece moulded glass-fibre yacht hulls yet produced is swung on board the United States Lines' *Pioneer Tide*, docked in London. The hull, 67 ft. long, was produced by Halmatic of Portsmouth for an American buyer

A YACHT HULL FOR THE U.S

THE NEWS IN PICTURES

FRENCH MINISTER IN BONN

M. Messmer, French Minister for the Armed Forces, inspects the guard of honour on his arrival for a visit to the Federal German capital. Walking with him is Herr Strauss, the Federal German Defence Minister

GERMAN MINISTER IN LONDON

Far right: Dr. Erhard (right), the Federal German Minister of Economics, and Mr. Selwyn Lloyd emphasise points with their fingers during a talk at the German Embassy in London. With them are Herr Hasso von Etzdorf, the Federal German Ambassador, and Mr. Edward Heath

OPENING OF THE SOUTH AFRICAN PARLIAMENT

The President of the Republic of South Africa enters Parliament in Cape Town for the official opening of the first session of the Parliament which was elected last October. In his speech President Swart attacked the United Nations, and said that the South African Government would not depart from its course of racial separation, "no matter how great the pressures." The same day saw the release of Mr. Anderson Ganyile, the Pondo leader, who was abducted from the British Protectorate of Basutoland by the South African police last August. A proposal announced in Parliament by Dr. Verwoerd, the South African Prime-Minister, for a greater measure of self-government in the African territory of the Transkei met with a mixed reception

IGOR STRAVINSKY AT THE WHITE HOUSE

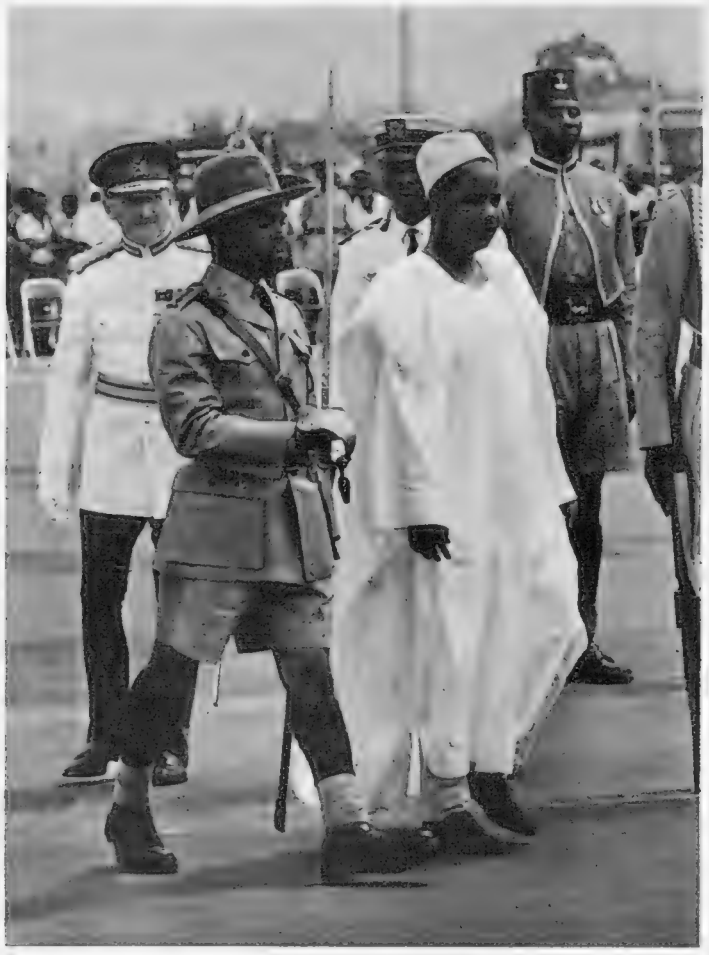
Far right: President and Mrs. Kennedy are with Igor Stravinsky, one of the most famous of modern composers, at the south portico of the White House, in Washington. Since Mr. and Mrs. Kennedy were installed they have invited a number of distinguished musicians to the White House, where it has rapidly become a tradition to appear at private concerts. Stravinsky's works figure in the current repertoires of the Royal Ballet and of Sadler's Wells

THE U.S. CRUISER-OF-THE-FUTURE VISITS FRANCE

The U.S. Navy's *Long Beach*, the first nuclear-powered surface fighting ship in the world, rides at anchor in the harbour at Le Havre during a recent visit. She was completed last year and is powered by two pressurised, water-cooled nuclear reactors giving her an estimated speed of 45 knots. Her armament consists of Talos and Terrier missiles

BUSH FIRES IN AUSTRALIA

Far right: Fire-fighters, volunteers and residents, watch flames leap through heavily timbered country along the roadside in Kalorama, near Melbourne, in Australia. The fires left a trail of destruction in the Dandenong Ranges, near the outer suburbs of Melbourne. Eight people lost their lives in the blaze and about 300 homes were burnt. The fires were believed to be caused by abnormally high temperatures which were accompanied by a strong north wind



President Ahidjo of Cameroun arrives in Lagos for the meeting of African Heads of State

Premier Sharmake of Somalia with Major-General Foster, of the Nigerian Army; Jaja Wachuku, Nigerian Foreign Minister; and Sir Abubakar Balewa, Nigerian Prime Minister

NEWS FROM AFRICA

The African "Summit" in Lagos got off to a bad start. The Casablanca powers—Ghana, Guinea, Mali, Morocco and the United Arab Republic—boycotted the meetings and Libya, Sudan and Tunisia withdrew their delegations. All these powers wanted representatives of the Algerian Nationalist Provisional Government invited,

At the beginning of this week an important visitor to the Conference was Mr. Adoula, the Prime Minister of the Central Congolese Government. Previously his foreign Minister, Mr. Bomboko, had been in Lagos. Mr. Adoula, who was on his way to New York, claimed that the situation had improved in Congo. He said that Mr. Gizenga who had been brought from Stanleyville to Leopoldville was not in detention but was "being protected in a safe place." Another item of news from Congo was the appointment of Mr. Gardiner, a Ghanaian, to succeed Dr. Linner, in charge of U.N. operations there.

Before he left Africa, Dr. Linner discussed the question of the Congo-Rhodesia border with Sir Roy Welensky in Salisbury. It was hoped agreement would be reached on patrolling it. One of Sir Roy's chief opponents, the U.N.I.P. leader, Mr. Kenneth Kaunda, was active in the Kitwe area of Northern Rhodesia, sounding out opinion about action against the new constitution.

In Ghana President Nkrumah and Mr. Edgar Kaiser, President of the Kaiser Industries of America, signed an agreement relating to the Volta River project. A notable absentee from the African scene was Mr. Mboya who was on a visit to Israel with his wife whom he married last month.

Mr. Wachuku (right) and Mr. Bomboko

"The Cup that Cheers" for Sir Roy Welensky

Mr. Kenneth Kaunda holds the baby at Kitwe

Mr. Gizenga raises his arm as he is escorted by Danish military police of the U.N. on his arrival in Leopoldville from Stanleyville

Mr. Robert Gardiner

Dr. Nkrumah and Mr. Kaiser

Mr. Tom Mboya, the Kenyan African leader, talks with President Ben-Zvi of Israel in the latter's official residence in Jerusalem

JOHN CONNELL

MR. NYERERE'S RESIGNATION—AND AFTER

The concern shown in London at the news of the resignation of Mr. Julius Nyerere is the measure of the stature achieved by this young African political leader, and of the hopes reposed in him. He had led Tanganyika easily—almost painlessly—to freedom.

Mr. Nyerere was Prime Minister for seven weeks. Although it was said that he bowed to trade union pressure, his own explanation of his action was subtle and persuasive. This is not Mr. Ben-Gurion withdrawing and tending his sheep on a rocky hillside; nor is it U Nu taking refuge in the monastic life of contemplation. Mr. Nyerere is going to lead and reorganise the party—TANU—which he founded and from which emerged the Government of independent Tanganyika.

"It is necessary," Mr. Nyerere said, "to have a strong political organisation, active in every village, which acts like a two-way all-weather road along which the purposes, plans and problems of Government can travel to the people and at the same time the ideas, desires and misunderstandings of the people can travel to the Government."

In theory this sounds excellent. In practice it is the first step—and a big, important step at that—to the establishment of single-Party rule. Tanganyika's TANU is, I believe, going to look far more like Ghana's C.P.P. than India's Congress. India's political and administrative life is not, with all its defects, monolithic. The removal of Mr. Nehru from the active arena would be a cause for grief and anxiety; it would not be an immediate catastrophe. The sudden departure of President Nkrumah would, in all probability, plunge Ghana into chaos.

Mr. Julius Nyerere, who resigned last week

Mr. Rashidi Kawawa, the new Tanganyikan Premier

Mr. Nyerere's choice lay between becoming immersed in the day-to-day routine of administration, which might have consolidated the national independence that he had attained with so little effort, and being the Party boss, which would give him personal power. He chose power. In the special circumstances of emergent Africa, there is nothing surprising or wrong about such a decision. It is significant, however, that it contrasts directly with Mr. Kenyatta's decision to enter the Kenya Legislative Assembly, and to lead KANU from there. The reason, in my view, is that in Kenya fragmentation is inevitable—as inevitable as it was in the Belgian Congo—while in Tanganyika there have been both the conditions and the time in which to prepare for the establishment of a solidly nationalistic state.

Dismay at Mr. Nyerere's decision was accompanied by disquiet at the evidence, presented almost simultaneously, of the growing influence of racialism on official policies and actions in Tanganyika. Sir Ernest Vasey's skill and efficiency as a financial administrator are beyond question. His move sideways from Ministerial rank and responsibility to the position of adviser has, of course, many precedents. It is one matter to sit in a Cabinet (or be Head of a great Department) and take decisions and give orders. It is quite another matter to sit outside and offer advice. What happens to Tanganyika's economic development if and when Sir Ernest's advice is not taken? And what will Sir Ernest do?

The summary treatment meted out to certain Europeans in Tanganyika who were alleged to have affronted African sensibilities could have been dismissed as a transient and isolated phenomenon—unfortunate but inevitable in the period immediately following the transfer of power—but Tanganyika has always been said to be a haven of racial peace and co-operation. If this can happen there, what is to be expected in countries where racial tensions have been (and still are) much more disagreeable?

This is an aspect of the transfer of power to which serious attention has got to be paid, if the British people and Government retain any respect for the individual. Racial feeling throughout Africa has recently become greatly exacerbated. Political power for the African is not bringing tolerance and goodwill towards the individual European as it without doubt brought it in the Indian sub-continent. Nor is it bringing any recognition of the value of European—in former British colonies, specifically British—ideas, customs and beliefs. The optimistic hope that has accompanied the transfer of power is in process of being sadly belied. Bitter resentment, contempt and rejection are all being built up and exploited.

Voice of UNIP, which is the official organ of Mr. Kenneth Kaunda's United National Independence Party, addressed in its December issue an "open letter" to Sir Roy Welensky which contained this significant passage: "We know how rotten so-called Western values are and how corrupt imperialism can be. The truth is that nothing could have been more brutally horrible than the 'slow and sound' educational development that has turned into a kind of teasing torture which Europe has imposed so profitably upon Africa since the fifteenth century."

The rejection in that is open and resentful. Too many educated Africans refuse to believe, in this phase of their political emergence, any good at all of anybody who, in their view, is tainted with colonialism. I had myself a small but not insignificant example of this attitude a month or two ago. In the course of a debate at a northern university on the very controversial proposition that "Africa owes nothing to Europe," I mentioned in passing that my father, who was a doctor in the Colonial Service, had some forty years ago founded the first hospital there ever was in Kumasi. A later speaker, who came from Ghana, said openly that my father had not founded that hospital for the people of Ashanti, but for British soldiers and other white people.

It is regrettable, indeed, to have to say it, but this is the outlook and these are the attitudes that are hardening in much of Africa today. Our values and our way of life are being put swiftly and abruptly aside. On the political and administrative level, it must be borne, because Freedom means freedom to be wrong as well as right, freedom to be silly as well as wise. But as it affects individuals in countries in which Africans attain political mastery, it can become an abuse of Freedom.

In Kenya, I know, Mr. Nyerere's resignation and the accompanying symptoms of open racial discrimination have caused deep despondency among the British community. Politically, of course, they have no hope at all of salvaging anything; although three representatives of the Kenya Coalition who were elected last year as M.L.A.'s are coming to London this month to the constitutional conference, it has been made very clear to them that their wishes and views will count for very little. Economically, as the Chairman of the Nairobi Chamber of Commerce said grimly last week, the conference is Kenya's last hope of averting collapse.

I wish I could share the smooth impersonality of the Bow Group, in whose latest pamphlet the section on Kenya begins with these words: "Kenya's problems are complicated by the extensive European settlement. The British Government feels obliged to protect the hitherto insulated Europeans during the passage to full democracy." It would have been so agreeable, for the Bow Group, if the settlers did not exist. As I have made no secret of it, I can only repeat that I take a different view. They are my friends; I do not regard them as "insulated," and I believe that the idea of "full democracy" after the transfer of power to African hands in Kenya is a dangerous illusion.

PREMIER AND FOREIGN SECRETARY

It was announced last week that Mr. Macmillan is to visit the United States at the end of April to address the American Newspaper Publishers' Association at their annual dinner in New York. He also intends to spend a few days in Washington, staying at the British Embassy. It is assumed that if President Kennedy is at the White House the opportunity will be taken for an informal exchange of views. On the day of the announcement of his visit to the U.S.A., the Prime Minister appeared on the British television networks in a Party political broadcast. He seemed relaxed and at ease and many viewers must have found it difficult to believe that he will be sixty-eight on February 10.

On the reassembly of Parliament one of the first questions to the Prime Minister concerned the speech of the Foreign Secretary, Lord Home, at Berwick on December 28 in which he was critical of certain aspects of the United Nations. Mr. Macmillan said the speech represented Government policy. Following this statement, the Labour Party leaders tabled a motion of censure on Lord Home.

The Foreign Secretary's many engagements recently included the opening of Bury House, in London, as the headquarters of the Middle East Association. The object of the Association is to promote Britain's trade relations with the Middle East and visitors from that area will be entertained at Bury House. Among those at the opening was Mr. Haddis Alemayehou, the Ethiopian Ambassador, whose country comes within the Association's sphere of operations.

Mr. Macmillan leaves Admiralty House for the reassembly of the House of Commons after the Christmas recess

Lord Home with the Ethiopian Ambassador

b

The Banqueting Hall in Whitehall, designed by Inigo Jones, with a ceiling by Rubens. Lord John Hope, Minister of Works, told the House of Commons last week that the Hall, at the moment the United Services Museum, will be used by the Government

At the West Shipyard of John Brown and Company on the Clyde, the shipbuilders are working at full pressure on two large tankers for the B.P. Tanker Company. In the foreground is a tanker of 67,500 tons, with behind it the *British Hussar* of 50,000 tons

A London Newsletter

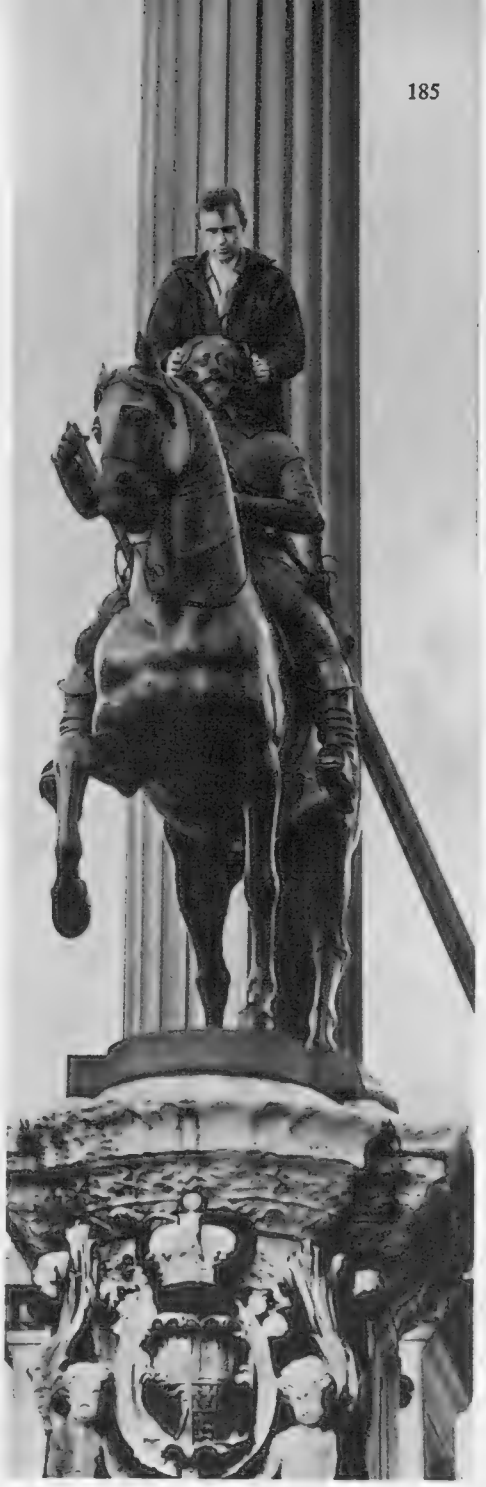
13-15, JOHN ADAM STREET, W.C.2.

FORTY YEARS ON. Why must destruction for ever outrun precaution and preservation? There was great activity in the writing of county histories and guide books to England in the 1920's, when the nation really began to " go places," and City dwellers to stake their claims by the seaside and in the countryside. It is depressing and terrifying to read such publications of the '20's today, for forty years of " development " has made them about as reliable guides to beauty spots and rural solitude as the writings of Cobbett. I suppose the south coast counties have suffered worst, and Hampshire, where the New Forest " melted into the sea," perhaps as badly as the coastline of Sussex on both sides of Brighton. A three-mile belt of suburbia now divides the Forest from its esplanaded seashore, and builders are still feverishly turning the surviving fields and once private gardens into multiple-dwelling residential estates. Dorset has, perhaps, fared less badly. But no guidebook of the '20's resisted recommending the peace and charm of Lulworth Cove. Go there in summer this year and " look upon this picture and on that," and ask yourself whether any occurrence but the Black Death can preserve for your descendants a stretch of peace, solitude and beauty anywhere within three miles of the south-western seaboard by the year 2000. How long will the New Forest (greatly prized in lip service as a unique southern nature reserve) retain its surviving charms and amenities? Not much longer, at the present rate of " progress." There are too many authorities concerned, too many conflicting interests, and continual dilly-dally. The new Green Belt is nibbled every week. Take the Forest's wild life. Still there is no close season for deer in the south. Still farmers' shoots can maim and torture deer with scatter-guns all the year round. Take litter. On a summer Sunday evening anyone who visited the cricket grounds at Burley or Brockenhurst would agree that Hampstead Heath after August Bank Holiday had nothing on them. The residents of Southampton and Bournemouth use these open spaces as dumping-ground for their luncheon relics and Sunday newspapers. All summer the locals wade knee-deep in filth. There has been promise of litter wardens, armed with authority. Burley has been furnished with a tiny disposal box. It requires a pen the size of a large room and some official constantly present at weekends to enforce its use. But there is a little question of which authority should pay a few shillings for service, and nothing is done, though many a resident would personally and gladly foot a larger bill. Meanwhile, the Forest amenities are rapidly vanishing.

NOT CRICKET. There is a welcome possibility of a truce in the cold war sometime after 1964. Encouraged by Bradman and Benaud and blessed by Canberra, the Australian Old Collegers will send a mission to Moscow to teach the Russians cricket. How long it will take the Russian people to learn the rules and go mad about the game will depend on the mission and the nature of the Russians, and it may take longer inside the Kremlin. But there is certainly more hope for the future in this project than in Mr. Rusk's hint that new " trouble " is brewing in the Kremlin and that Mr. Khrushchev may be batting on a sticky wicket. We have heard all that before and usually find that, when one dictator succeeds another in the Kremlin, the cold war gets no warmer. But cricket is another matter. If every nation " played cricket," the United Nations could shut up shop. Of course, there might grow up another crop of international anxieties. Russia might learn the game too well and too quickly, and the thought that by 1967 a Russian Test series in England might end in a Russian victory over the Mother (of cricket) Country is not a pleasant possibility; though as things go at present it might well be a probability. But the political significance of this cricket mission stands or falls on the retention of the standards of what is and what is not " cricket." If those standards are lowered, the mission can do no good and it looks as if they *are* falling already in the mother of cricket country, with the news that the makers of cricket balls and bats are threatening to strike unless pay-increase demands are met. If Tonbridge, Maidstone and Robertsbridge begin even to work to rule, the economics of cricket will be knocked for six, and the result will be . . . not cricket.

CENTIGRADE AND FAHRENHEIT. To one who is compelled to employ experts to unravel for him the " simple rules " of income tax or P.A.Y.E. adjustments, the proposal

A prefabricated circular section of Britain's second nuclear submarine, the *Valiant*, in position on the slipway after the keel-laying ceremony at the shipyard of Vickers-Armstrongs at Barrow-in-Furness, Lancashire. The *Valiant*, the first all-British nuclear submarine, will be slightly larger than the *Dreadnought*, 3,000 tons, which is nearing completion



A pillion rider for the statue of King Charles I in Whitehall is a workman engaged in cleaning the statue, for last Tuesday's annual commemoration

to switch from Fahrenheit to Centigrade came as a shock. As a man who is incapable of any mathematical calculation whatever, I clutched at a straw held out by the chairman of the Royal Institute of Chemistry (London Section). The formula is perfectly simple. " To convert from one scale to the other first add 40 to the stated temperature then, if turning F. into C., take five-ninths of the number and, vice versa, take nine-fifths. Finally, subtract the 40 initially added. The method is infallible." Alas, it is not so simple as all that for the figure-blind. I could add 40 to a given number. I could subtract 40 from a given number. I very much doubt if I could correctly arrive at five-ninths of a given number or nine-fifths of an odd number; for these calculations involve mathematical formulæ which, from my private schooldays to old age, have induced mental black-out. The only way I could work out the answers would be with beans or pebbles equal to the stated temperature, manipulated painfully by hand. By the time I had done it, the thermometer might well have risen or fallen by 20 degrees (F. or C.). Our English weather is like that, and some Englishmen, I believe, are like me.

" GAS AND GAITERS." King Arthur, King Alfred, William of Wykeham and Jane Austen would have been as surprised as I to learn that a proposal is on foot to store 10,000,000,000 cubic feet of Sahara gas in a subterranean cavern at Winchester which might possibly extend under the College buildings to the Cathedral Close. Indeed, all those worthies would certainly have been more surprised. Our generation is hardly capable of being surprised. Of course, it hasn't happened yet. The Gas Council's little " bill " is not tabled yet, and experts are still experimenting in more rural areas round the city to discover whether the layer of clay overlaying the porous greensand which will contain the cavern will contain also all leakage from the gas. This gas chamber, if it is built and stored, will be the first in Britain, though there are several abroad. And certainly Winchester seems, *prima facie*, an odd choice for a first experiment. I suppose it is a matter of geological fitness. The Winchester Corporation is not blindly opposed to a rural gas chamber. It is prepared to wait and hear results of experiments. The Country Landowners' Association and other interests are concerned with compensation. The Bursar of the College would prefer some less historic site for experiment, and most of the local interests consider that the Bill should be " read a year hence." I suppose the old principle that the owner of land owned the soil halfway down to Australia and the air *usque ad cælum* has been nonsense for centuries, though owners of coal-bearing lands did pretty well at one time. But nowadays compensation for sewers, pylons, precious deposits, and so on could, I suppose, be fairly called " derisory." And, anyway (in this sense at least), gas and gaiters are strange bedfellows.

" THE END OF THE WORLD." There have been times in our history when a large proportion of the human race expected " the end of the world " at some prophesied or uncertain date as a result of Divine decision, and still there are sects and cults which do not dismiss that event. The new Bishop of Hereford in his enthronement sermon spoke hopefully enough of Christian unity making headway. But he was not complacent about the chances of Christian unity enjoying a long summer to ripen its fruits. He advanced a new idea about the end of the world. It need not necessarily come through *Divine* intervention. It could be a " do-it-yourself " for humanity. *Homo sapiens* is " clever " enough, reckless enough, selfish and quarrelsome enough, to destroy himself and his world without outside help. The New Year is but one-twelfth over, and the storms and gales of controversy in human relations already outvie the storms and gales of nature, which have been abnormal. In matters important and trivial, bitterness and controversy are everywhere raging, and the human race seems to be working itself up into a mood (if it be lucky enough to escape its own self-made big bang) to do the job by combining a multiplicity of small explosions which could add up to the intensity of a super-H-bomb. Upon what meat has this our *homuncule* fed, that he has grown so fierce? Tiger meat? Certainly the Bishops were right not to expel the Devil from their Catechism in 1962. Poor Devil, he is doing pretty well and deserves a mention still. He is splitting families, constituencies, industries, counties and nations, and making us more and more quarrelsome and querulous.

THE OLD STAGER

H.M.S. *Defiant*, a ship of the line in 1796, in the Mediterranean

ENTERTAINMENT

H.M.S. DEFIANT

Première at the Odeon, Leicester Square, or February 22

One of the most surprising things about the Royal Navy during the years of some of its most renowned successes, at the end of the eighteenth and beginning of the nineteenth centuries, was that the common sailors lived and fought in the most appalling conditions. So intolerable was their treatment that in 1797 they mutinied at the Nore and Spithead. It is this period which provides the framework for the new Columbia film, *H.M.S. Defiant*, directed in CinemaScope and colour by Lewis Gilbert and produced by John Brabourne from a novel by Frank Tilsley. The film stars Sir Alec Guinness as the experienced, stern disciplinarian Captain Crawford; Dirk Bogarde as Scott-Padgett, his sadistic first lieutenant; and Anthony Quayle and Tom Bell as Vizard and Evans, the leaders of a mutinous conspiracy on board the *Defiant*. Although the ship is sailing for Corsica before the Spithead mutiny, Vizard and Evans plan to sow rebellion in the Mediterranean. During the voyage and tour of duty, relations between the officers and the men grow worse and enmity springs up between Crawford and Scott-Padgett. Nevertheless, the *Defiant* fights two engagements, against a French frigate and a Venetian armed merchantman, before the film moves to its climax. Filled with action, the film might be described as a grand adventure story set against a more-than-usually-realistic historical background.

Vizard (Anthony Quayle) attacks his fellow conspirator Evans (Tom Bell)

Captain Crawford (Alec Guinness) shields his midshipman son (David Robinson)

In battle against a French frigate. **Left:** Seamen man the yards of the *Defiant*

As the *Defiant* comes alongside the French frigate, the boarding party swing across the gap between the two vessels

An English seaman (Tom Grant) leaps on board the enemy ship. **Right:** Captain Crawford comes ashore, followed by his first lieutenant (Dirk Bogarde)

THE VOICE OF THE COMMON

NEW ZEALAND

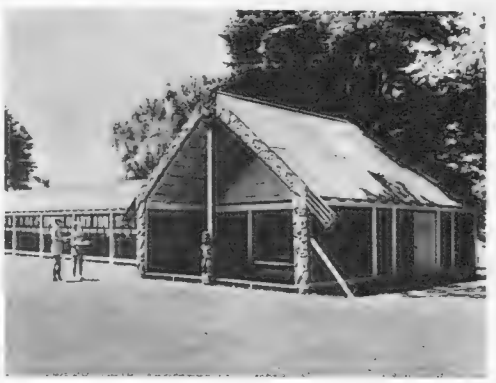
February the sixth— Waitangi Day

New Zealand's national day, February 6, marks the anniversary of the signing in 1840 of the Treaty of Waitangi, under which New Zealand became a British colony. In New Zealand the day is still known as Waitangi Day.

The decision to set it aside as a national day was made in 1957. It is not a public holiday, but is marked by such observances as the flying of flags from Government buildings, special references in the schools, and a ceremony which representatives of European and Maori races attend at the site of the signing of the treaty. It is an occasion which provides opportunity for formal observance of the date on which the representatives of the two races pledged themselves to work side by side in the establishment of a new nation.

Captain William Hobson, who was to be the country's first Lieut.-Governor and later Governor, presided at the signing of the treaty, a few days after his arrival in New Zealand. It was not a long document, containing, after the preamble, three articles, as follows:

1. The chiefs of the Confederation of the United tribes of New Zealand, and the separate and independent chiefs who have not become members of the Confederation, cede to Her Majesty the Queen of England, absolutely, and without reservation, all the rights and powers of sovereignty which the said Confederation or individual chiefs respectively exercise or possess, or may be supposed to exercise or possess, over their respective territories, as the sole Sovereigns thereof.



A flag raising ceremony is carried out annually on Waitangi Day outside Treaty House. **Right:** The carved house which protects the war canoe at Waitangi. In 1840 the treaty was signed under which New Zealand became a British Colony

2. Her Majesty the Queen of England confirms and guarantees to the chiefs and tribes of New Zealand, and to the respective families and individuals thereof, the full, exclusive, and undisturbed possession of their lands and estates, forests, fisheries, and other properties which they may collectively or individually possess, so long as it is their wish and desire to retain the same in their possession. But the chiefs of the United tribes, and the individual chiefs, yield to Her Majesty the exclusive right of pre-emption over such lands as the proprietors thereof may be disposed to alienate, at such prices as may be agreed upon between the respective proprietors and persons appointed by Her Majesty to treat with them on that behalf.
3. In consideration thereof, Her Majesty the Queen of England extends to the natives of New Zealand her Royal protection, and imparts to them all the rights and privileges of British subjects.

The Maoris had had this read to them the day before so they would have an opportunity to understand and discuss it. There were 512 signatures. Those Maoris who, after missionary instruction, were able to sign their name were very proud of the accomplishment. Others had to be content with placing their mark on the treaty, and this was usually the key point of the tattooing with which they were ornamented. Some who had become Roman Catholics used the sign of the crucifix as well. Ten supplementary copies of the treaty were taken round New Zealand for signature by chiefs who could not attend at Waitangi.

A flagstaff marks the spot where the treaty was signed on the lawn of the Treaty House, once the house of the British Resident. This was later presented to the nation. The old house has been restored again to conform as closely as possible to the original plan drawn in 1832 by J. Verge, architect of Sydney. Inside it the public may see relics of great interest associated with New Zealand's stirring beginnings as a British country. Beside the building is an ornate Maori meeting house —the Maori National Centennial memorial. Its wonderful interior contains outstanding examples of Maori decorative art. Beside it is a Maori war canoe, made from three kauri trees, built to carry eighty warriors.

The treaty itself has only recently been placed on public view in the Alexander Turnbull library, Wellington. The public there has not had such an opportunity to see it since the signing. The treaty narrowly escaped destruction by fire in 1841. It went to the Government Buildings in Wellington and lay in a basement for many years. It was found in 1910, in a damaged condition, but was restored by copying from a facsimile. Since then it rarely left its home in a fireproof compartment, but was on view at Waitangi during the celebrations which marked the centennial of the signing.

INDIA

The third General Election in the Republic's history

India will reaffirm its faith in the sovereignty of the people and their right to rule themselves through their chosen representatives when the General Election is held from February 16 to 26.

Twice before the country has engaged in this exercise in democracy, first in 1952 and then again in 1957. Each time the results proved that climate, distance or literacy do not handicap free choice. In 1952 51·15 per cent. of the electorate voted. In 1957 the proportion fell to 47·57 per cent., but even this figure compares favourably with the percentage of the electorate which polls in national elections in many other countries.

For the coming election, the electorate numbers about 210,000,000. They will be voting for their representatives in their local State Legislatures and in the two Houses of the National Legislature—the Council of the States (Rajya Sabha) and the House of the People (Lok Sabha). Members of the Rajya Sabha are elected indirectly by the Legislative Assemblies of the various States. The Lok Sabha (584 Members) is elected directly.

While the period of polling has been reduced from the nineteen days of 1957 to not much more than a week, the number of voting booths has been greatly increased. There will also be a far larger number of Returning Officers than in previous elections. Generally speaking, no one should have to cover more than a mile to vote.

Against every candidate's name on the ballot paper there will be a symbol representing his party. These symbols have been most carefully designed so that there can be no doubt about "who is who." Thus the free choice of the elector will be guaranteed.

No results will be announced before the poll is finished. It is expected the outcome of the election will be known in the last days of February.

In two Commonwealth capitals . . . Lord Mountbatten, Chief of United Kingdom Defence Staff, opens an Indian Students' Hostel in London named after the late Lokamanya Tilak, the Indian patriot and philosopher, who died in 1956. The Hostel is in the Bayswater house where Lokamanya Tilak stayed when he visited London in 1918-19. **Right:** Major-General Georges Vanier, the Governor-General of Canada, salutes the flag during ceremonies before the opening of the new session of the Canadian Parliament

WEALTH

Kaieteur Falls in British Guiana

A bauxite unloading station

New blocks in the main shopping quarter of Georgetown, the capital of British Guiana. The Duke of Edinburgh is to visit the country next week at the beginning of his South American tour. British Guiana, a country of considerably undeveloped wealth, is the only territory under British rule on the South American Continent. It was ceded to Britain by the Dutch in 1814. A new constitution giving full internal self-government came into force last year. Independence for British Guiana is expected this year

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

NIGERIA

A report of discussions at the Commonwealth study conference

A conference of considerable Commonwealth interest was held last month in Lagos. This was the unofficial study conference organised by the Royal Institute of International Affairs at the request of the Nigerian Government. Delegates were present from Nigeria, Britain, Australia, Canada, Ceylon, Cyprus, India, Jamaica, Kenya, Malaya, New Zealand, Nyasaland, Pakistan, Northern Rhodesia, Southern Rhodesia, Sierra Leone, Tanganyika, Trinidad and Zanzibar.

The conference held discussions on various important topics. The first subject, "Can the cold war be kept out of Africa?", included a definition by an Indian speaker of non-alignment as freedom to judge a situation on its merits without prior commitment. Non-alignment was accepted by every African speaker and most others as a proper policy for new African States. No one defended Communism, but many claimed the right to use benefits provided by Communist powers.

This topic overlapped with the next discussion on whether Pan-Africanism was the key to Africa's future. While there was some argument as to whether the movement included the "pink" Africans of Rhodesia, the Afro-Americans of the Caribbean and elsewhere, and the Arabs of North Africa, agreement on the advantages to be gained from Pan-Africanism was such that the conference issued a statement on the subject. This made various proposals for consultative organs and institutions, from a position somewhere between the "Casablanca" and "Monrovia" powers.

The subject of Africa's attitude to Britain's application to join the Common Market revealed a certain amount of suspicion that this would involve economic discrimination against Commonwealth countries, some of whom have economies based on free access to the British market. It was, however, recognised by some speakers that Britain had no clear alternative to joining. Africans showed themselves unwilling to accept the status of Associated Overseas Territories, enjoyed at present by French-speaking African nations.

African speakers tended to agree that the parliamentary system, while it worked efficiently in "sedate" conditions in Britain, was inadequate for African needs at the moment. A two-party system in which half the political talent is held in reserve was considered to be alien to African ways of thought. One African speaker, describing tribal leadership in the days before European colonisation, said that when a decision was taken the whole country concurred. Asian members were convinced that a strong and stable executive did not preclude the preservation of fundamental rights. Some speakers distinguished between the principle of an alternative Government and that of the right to criticise.

The concluding topic was the future of Commonwealth co-operation in Africa. Some Africans felt that the present principle of Consultation was too imprecise, and suggested a more positive approach such as a Development Fund or at least a co-ordinated form of technical assistance. The role of Britain as a "mother country" was considered by many to be out-dated, and direct contact between other members was advocated. Concern was expressed over the possible effect of regional groupings such as the E.E.C. on the Commonwealth. Some feared that the loss of British sovereignty would shake Commonwealth confidence. Others stressed that unless members gave priority to each other's views and interests, the Commonwealth would fade. However, the Commonwealth was considered to be indisputably alive at the moment, and it could be expected to continue its usefulness for a substantial time.

The text of the speech of Dr. Azikiwe, the Governor-General of Nigeria, given at the opening of the conference, was printed in "The Voice of the Commonwealth" last week.

ROYAL TRAVELLERS

Princess Margaret smiles at one of the young patients in the Children's Ward of Holberton Hospital on the island of Antigua in the West Indies. Behind her is her husband, the Earl of Snowdon. The Royal couple were to fly back to London at the end of their holiday in the Caribbean last Sunday

At Liverpool Street Station, London, on their return from the Christmas holidays at Sandringham, are the Prince of Wales and Princess Anne. They are with the new stationmaster at Liverpool Street, Mr. R. Clemmett. The Prince of Wales returned last week to his preparatory school, Cheam, which he has attended since November 1957. It has been announced that he is to go to Gordonstoun, Prince Philip's old school in Morayshire, next summer term. The Prince of Wales was thirteen last November

The Princess Royal and her daughter-in-law, the Countess of Harewood, watch Lady Harewood's three sons busy playing bagatelle. Through the window can be seen part of the estate of Harewood House. The boys are, from left, Jeremy, six, David, Viscount Lascelles, eleven, and James, eight. The Princess Royal, who is sixty-five, leaves Portsmouth on February 12 for a six-week visit to British and Commonwealth military units stationed in areas of the Middle East and Africa

BACKGROUND TO PRINCE PHILIP'S VISIT TO

SOUTH AMERICA

A journey through the continent

by **GEORGE PENDLE**

A modern sculpture stands in the Plaza of the Three Powers in Brasília, the new capital of Brazil. The tall twin-block contains administrative offices of the Legislature; the saucer-shaped building is the Chamber of Deputies; the dome houses the Senate. Prince Philip is due to start his extensive South American tour next week

South America has been discovered and rediscovered again and again. Some 15,000 years ago men from Asia crossed the frozen Bering Strait to Alaska and then gradually moved down through North and Central America, and the jungles of Panama, until eventually they came to the great mountains of the Andes. Their descendants are the South American Indians of today. Their most spectacular monument is the Temple of the Three Windows in the highland fastness of Machu Picchu, Peru. Spanish seamen exploring, in 1499, the north coast of South America saw an Indian village built on wooden poles on the borders of a lake. This reminded them of Venice, so they named the country Venezuela, "Little Venice." The lake was of no interest to anyone except fishermen until 1914, when oil prospectors discovered that its bed was a fabulous source of petroleum. Lake Maracaibo is now dotted with oil derricks, like a forest of Eiffel Towers. The wealth that it has produced is represented by the modern city of Caracas.

In 1513 the Spanish explorer Balboa, seeking the riches of India, crossed the isthmus of Panama. Following Balboa's momentous discovery, the *conquistador* Pizarro in the 1530's travelled down the long, arid coast of Peru (when you look upon that desert from your aeroplane, you marvel at his achievement) to ransack the Inca's gold. In 1545 the Spaniards established themselves in the eerie heights of Bolivia, where, at Potosí, they extracted enough silver, it was said, to build a bridge of silver from the Andes to Spain.

(*Continued on page 194*)

Panama Canal
PANAMA
BARRANQUILLA
MARACAIBO
CARACAS
TRINIDAD
CIUDAD BOLIVAR
VENEZUELA
GEORGETOWN
BRITISH GUIANA
PARAMARIBO
CAYENNE
SURINAM
FRENCH GUIANA
Atlantic
MEDELLIN
BUENAVENTURA
BOGOTÁ
CALI
COLOMBIA
Orinoco
QUITO
ECUADOR
Cotopaxi
Chimborazo
GUAYAQUIL
CUENCA
IQUITOS
Marañon
Ucayali
Juruá
Purus
Madeira
Rio Negro
Amazon
MANAUS
Tapajós
Xingu
Araguaya
Tocantins
BELÉM
FORTALEZA
NATAL
RECIFE
MACEIÓ
Carolina
São Francisco
SALVADOR (Bahia)
BRAZIL
TRUJILLO
PERU
LIMA
CALLAO
HUANCAYO
CUZCO
L. Titicaca
LA PAZ
AREQUIPA
MOLLENDO
MINING
BOLIVIA
SUCRE
MATO GROSSO
BRASILIA
BRAZILIAN HIGHLANDS
BELO HORIZONTE
RIO DE JANEIRO
SÃO PAULO
SANTOS
CURITIBA
Paraguay
PARAGUAY
ASUNCIÓN
ANTOFAGASTA
Pacific Ocean
Pacific Ocean

The countries, in the order visited by Prince Philip, are:
British Guiana—area, 83,000 sq. miles approx. Population, 560,000 approx. Principal industries are agriculture (sugar, rice and timber) and mining (bauxite, diamonds, gold and manganese). **Venezuela**—area, 352,000 sq. miles approx. Population, 6,800,000 approx. Principal industries are petroleum (largest single petroleum exporting country in the world); cattle and horses; agriculture (coffee, cocoa and sugar); and mining (iron, diamonds and gold). **Colombia**—area, 461,000 sq. miles approx. Population, 14,500,000 approx. Principal industries are agriculture (coffee and bananas); petroleum; and mining. **Ecuador**—area, 226,000 sq. miles approx. Population, 4,400,000 approx. Principal industries are agriculture (bananas, cocoa, coffee and rice); timber (balsa wood); and petroleum. **Peru**—area, 531,000 sq. miles approx. Population, 11,100,000 approx. Principal industries are agriculture (cotton, vegetables, sugar, wool, hides, skins, coffee and rice); fishing; mining (lead, copper, iron, silver, zinc); and petroleum. **Bolivia**—area, 420,000 sq. miles approx. Population, 3,500,000 approx. Principal industries are mining (mainly tin); petroleum; and agriculture (rubber, quinine, cattle and hides). **Chile**—area, 290,000 sq. miles approx. Population 7,700,000 approx. Principal industries are mining (copper, iron and nitrate of soda); cotton and woollen textiles, steel and paper; agriculture (grain, fruit and wine); and timber. **Paraguay**—area, 157,000 sq. miles approx. Population, 1,800,000 approx. Principal industries are agriculture and pastoral pursuits (cattle breeding, timber, quebracho for tannin, cotton, tobacco and yerba maté). **Uruguay**—area, 72,180 sq. miles approx. Population, 3,000,000 approx. Principal industries are agriculture, primarily pastoral (cattle, sheep and grain); and textiles. **Brazil**—area, 3,290,000 sq. miles approx. Population, 72,000,000 approx. Principal industries are agriculture (livestock, coffee, castor beans, oranges, cocoa, sugar, rubber, rice and cotton); timber; mining (iron, high-grade quartz crystal, industrial diamonds); and a wide range of manufacturing industries, including motor vehicles, and heavy engineering equipment. **Argentina**—area, 1,080,000 sq. miles approx. Population, 21,100,000 approx. Principal industries are agriculture (cattle, sheep, pigs, grain, linseed, sunflower seed, alfalfa, sugar, cotton and tannin); petroleum; mining; and manufacturing industries, including textiles, motor vehicles and engineering equipment

SOUTH AMERICA

with an outline of the Duke of Edinburgh's tour

The Avenida 9 de Julio in Buenos Aires, the Argentinian capital, is claimed to be the widest street in the world

SOUTH AMERICA

A journey through the Continent

(*Continued from page 191*)

Other Spanish expeditions probed the Atlantic shore, discovering the estuary of the Plata—which was so wide that they referred to it as " the river that is like a sea." Penetrating 1,000 miles upstream into the luxuriant vegetation of Paraguay, they founded the riverside town of Asunción—which is the capital of the modern republic, a charming city adorned with flowering shrubs and trees, magnolia, jasmine, and gardenia, mango and orange.

Meanwhile the Portuguese were discovering Brazil. They gave it that name because of the reddish colour of the indigenous dye-wood —resembling a live coal, or *braza*—which for several decades was the principal export. Then they found that the fertile fringe along the north-east coast was ideal for cultivating sugar. This brought great wealth to the region, as can be judged by the beautiful colonial churches that still stand like jewels in the town of Bahia. The later history of Brazil has been dominated by a series of economic cycles, each of them the result of the discovery of a new raw material, or of a new crop to grow for export. In succession Brazil has lived on dye-wood, sugar, gold, cotton, rubber, coffee; and coffee is still " king " today.

In the nineteenth century, when the Spanish Empire broke up, the British—who had always been denied access to Spain's possessions—discovered the Argentine pampa. The Spaniards had never paid much attention to the pampa because it had neither gold nor precious stones. But the deep rich soil of those plains—it was said that you could drive a plough all the way from the Atlantic Ocean to the Andean foothills, a distance of some 700 miles, without striking a stone—was to be the source of meat and grain for the new industrial population of Great Britain. Railways, financed and equipped by British investors and industry, quickly spread like a gigantic fan over the pasturelands and wheatfields to bring their produce to the port of Buenos Aires.

South America is both Old World and New World. That is one of its fascinations for the modern traveller.

If you travel 1,000 miles up the Amazon you will eventually see the green and orange dome of a magnificent opera house gleaming above the jungle. This is the sign that you are approaching the town of Manaus, which prospered so exceedingly during the Amazonian rubber boom at the end of the nineteenth century that famous opera-singers came all the way from Europe to perform there; steamers brought champagne and *pâté de foie gras* from

High blocks of flats in Caracas, the Venezuelan capital, photographed soon after erection

The centre of Montevideo in Uruguay

The Avenida Anhangabahú, the main street of Sao Paulo, in Brazil

France; and money was so plentiful that men used banknotes to light their cigars.

In Rio de Janeiro, you will be shown quite a different Brazilian architectural landmark: the Ministry of Education, known to architects all over the world. This building was the outcome of a visit by the French architect Le Corbusier, who flew to Rio in 1936 (in the Graf Zeppelin) to give advice to a team of local architects. It was a momentous visit, for its influence is apparent in the clean, high, colourful modern buildings of all of South America's chief cities. Brasília, Brazil's new capital, is really Le Corbusier's grandchild.

Uruguay, as befits a " welfare state," has a coastline of wide, sandy beaches which the working man in the capital, Montevideo, can reach by a short bus-ride.

Argentina has almost everything—in the north, plantations of oranges, *yerba* (for *yerba maté* tea), tobacco, sugar; in the west, the majestic Cordillera of the Andes with, amid the arid foothills, irrigated orchards and

(Continued on following page)

The Plaza de Bolivar in the Colombian town of Pereira

The celebrated Ministry of Education building in Rio de Janeiro, Brazil

SOUTH AMERICA

A journey through the Continent

(*Continued from page 195*)

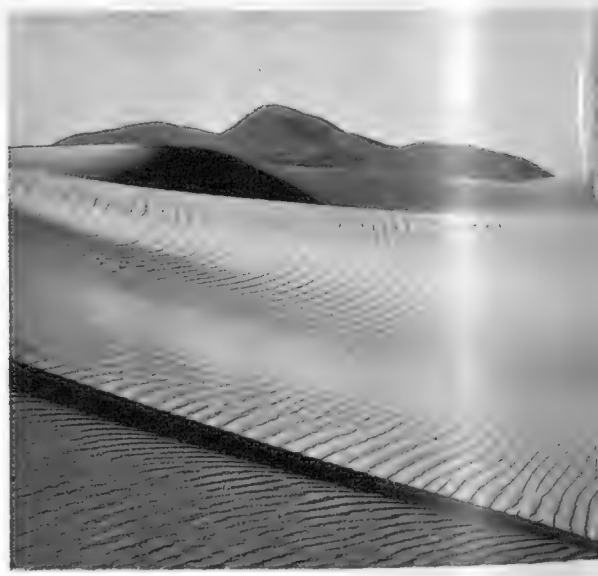
vineyards; in the centre, the temperate pampa; and in the south, spectacular lakeside resorts, the windswept sheep-ranches of Patagonia, and the nation's principal oilfields. When you enter Buenos Aires, you recognise at once that this is not merely South America's greatest city, but one of the truly great cities of the Western world. Even in times of economic recession, you feel the weight of its traditional opulence, the maturity of its society, the self-assurance of its citizens.

Whether you go to South America by B.O.A.C. Comet or by Royal Mail liner, it is rewarding to travel from Buenos Aires to Chile by railway. You leave Buenos Aires, its suburbs, the market gardens on its borders, and then—by about 10 a.m.—you begin to cross the pampa. For hour after hour you are in the midst of a flat land that seems like the sea, with distant clumps of trees that might be islands. Early in the following morning you reach the town of Mendoza, where the Andes rise majestically in the west.

The next stage is arduous and slow. The train crawls up the Andes by narrow gorges; along the edges of precipices; through a desolate landscape of weather-worn rock, with no vegetation of any kind. The air is dry and thin. Then, at the railway's maximum height (10,452 ft.), you enter a tunnel that is nearly two miles long. When you emerge, you are in Chile, and the journey down the Pacific side of the Cordillera begins. There, everything is quite different. Waterfalls cascading from the mountainsides have clumps of willow trees at their base. The air is moist and mild. Descending, you are in wider and greener valleys. You arrive in Santiago at about midnight, the end of the second day.

It is impossible to describe, in a short article, the discoveries that you will make as you go northwards from Santiago. In Bolivia, Lake Titicaca at 12,500 ft., is the world's highest steam-navigated lake. In Peru is the ancient Inca capital of Cuzco (" the navel of the world "); and, down towards the Pacific coast is Lima, " the City of Kings," formerly the centre of Spanish imperial power in South America.

Ecuador has its steamy, tropical port of Guayaquil and its highland capital of Quito, which, although it is situated only 15 miles south of the Equator, enjoys, because of its altitude, the temperature of a perpetual English spring. In Guayaquil the people wear cottons, in Quito, woollies, and it is cold at night. Finally comes Colombia, another mountain country, where in a single parish the peasants of the lower valleys cultivate coffee, and those above them grow maize and wheat, then (still higher) barley and potatoes, and the inhabitants of the chilly uplands breed sheep. Some of the plots on the mountain slopes near Bogotá are so steep, that the farmers are said to seed them by shotgun. South America is still " El Dorado," perpetually awaiting discovery.



Sand dunes along the Chilean coast. **Below:** Iguazú Falls on

Cattle are driven into the Andes by Chilean cowboys, known as "huasos"

the River Iguazú in Paraguay

A road from the mountains near Bariloche in the Argentinian Lake District leads eventually to the pampas

TO SOUTH AMERICA BY AIR AND SEA

A Comet 4 over the beaches near Montevideo, capital of Uruguay

AIR SERVICES FROM U.K. TO SOUTH AMERICA

Argentina: Buenos Aires (B.O.A.C., Aerolineas Argentinas, Panair do Brasil).
San Carlos de Bariloche (Aerolineas Argentinas).
Brazil: Recife (B.O.A.C., Aerolineas Argentinas, Panair do Brasil).
Rio de Janeiro (B.O.A.C., Aerolineas Argentinas, Panair do Brasil).
Sao Paulo (B.O.A.C., Panair do Brasil).
Chile: Santiago (B.O.A.C., Aerolineas, Panair do Brasil).
Colombia: Bogotá (B.O.A.C.).
Paraguay: Asunción (Panair do Brasil).
Peru: Lima (B.O.A.C.).
Uruguay: Montevideo (B.O.A.C., Panair do Brasil).
Venezuela: Caracas (B.O.A.C.).

NOTE.—From these points, internal routes serve other destinations on the South American Continent.

SHIPPING LINES BETWEEN THE U.K. AND SOUTH AMERICA

Passenger services (12-1,000 persons) to:

North-East Coast of South America

Booker Line: 12-passenger freighters to British Guiana.

Saguenay Line: 12-passenger freighters to British Guiana.

Booth Line: (Amazon River service) 12-passenger freighters and 70- to 100-passenger liners.

North Coast of South America

Royal Netherlands Line: To British Guiana, Brazil, and/or Venezuela, Colombia, Panama; 12- to 80-passenger freighters.

French Line: 12-passenger freighters, also luxury liner (first-, cabin- and tourist-classes).

Cia Espinola (Spanish Line): One-class vessels, carrying European emigrants (one class) outwardly, and returning via West Indies, with emigrants.

Grimaldi Siosa Line: A similar service (first- and tourist-class).

East Coast of South America

Royal Mail Line: Luxury liners (first-, second-, third-classes), also 12-passenger freighters.

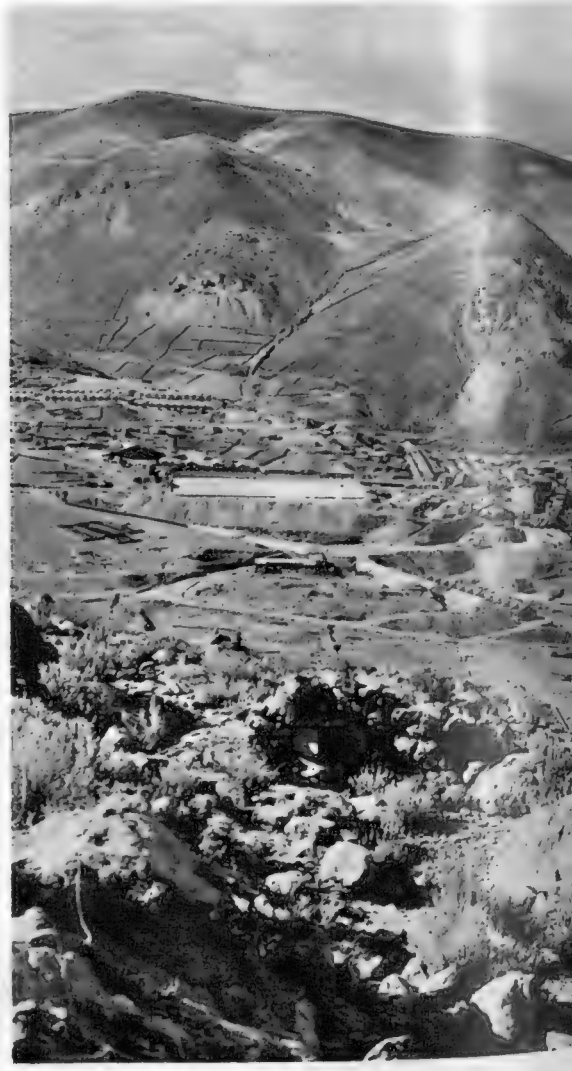
Blue Star: 12- to 75-passenger freighters (first and tourist).

Donaldson Line: 6- to 12-passenger freighters. Argentine only.

Houlder Line: 6- to 12-passenger freighters. Argentine only.

South America Saint Line: 12-passenger freighters.

The famous Copacabana beach in Rio de Janeiro



A view of rich silver mines in the south of Bolivia

The colonial baroque façade of the Cathedral in Lima, the Peruvian capital

A modern block of flats in the suburbs of Lima

Lamport & Holt Line: 6- to 12-passenger freighters.
Fanu Line (Argentine): 100 first-class passengers.

West Coast of South America

Johnson Line (Swedish): 12- to 36-passenger freighters.
Pacific Steam Navigation Co.: 12-passenger freighters, and luxury liner (bi-monthly sailings), with first-, cabin- and tourist-class passengers.

There are also French, Dutch, German and Norwegian freighters and passenger liners from Continental and Mediterranean ports. **G.C.**

The peaceful courtyard of a Franciscan Monastery in Quito, Ecuador

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir George Bolton

Sir George Bolton, K.C.M.G., is chairman of the Bank of London and South America, and deputy chairman of the Bank of London and Montreal; deputy chairman of the Commonwealth Development Finance Company Limited; and a member of the Court of the Bank of England. Generally regarded as possessing an unusual knowledge of currency problems, he has rendered much service to the Government and the Bank of England, not only in the field of international finance but also in the network of post-war financial agreements and the restoration of London's international position, including the reopening of the exchange, bullion and commodity markets. George Lewis French Bolton was born in 1900 and was educated at Leyton County High School. He started his career with the Société Générale de Paris in London, leaving there to join the merchant bankers, Helbert, Wagg and Co. Ltd., where he stayed for twelve years. Then he was invited to join the Bank of England to assist in the development of an Exchange Department. By 1934, Sir George was in sole charge of the Bank of England's gold and exchange operations and two years later entered the field of international finance in connection with the Tripartite Monetary Agreement between the U.S., France and Britain. In 1941 he became an adviser to the Governor of the Bank of England and, three years later, was adviser to the British Delegation to the Bretton Woods conference, where the International Monetary Fund and the International Bank for Reconstruction and Development were created. Subsequently he became the first U.K. director of the Fund, continuing in this capacity until in 1952 he became the U.K. Alternate Governor. During this period he attended every international financial conference where the Bank of England was represented, including all of the Commonwealth Conferences. In 1949 he became a director of the Bank of International Settlements in Basle, mainly for the purpose of helping to co-ordinate British and European policy. Sir George was married in 1928, has one son and two daughters and is a grandfather. He lives near Saffron Walden, Essex

A cellulose plant in operation at Laja, in the province of Bío-Bío, in Chile

SOUTH AMERICA

TRADE AND INVESTMENT

By **SIR GEORGE BOLTON, K.C.M.G.**

The forthcoming tour of South America by the Duke of Edinburgh will no doubt recall memories of the occasion, just over thirty years ago, when the then Prince of Wales visited Argentina to open the British Empire Exhibition in Buenos Aires. Now, as then, problems of world trade are a major preoccupation of both British and Argentine Governments. The resources of the Argentine pampa are still a prime source of that country's wealth and the basis of its export trade, but in many other ways, both politically and economically, the scene has changed profoundly, and this is even more true of other South American republics. It may perhaps be doubted whether public opinion in Britain—which tends to be informed only of the more sensational political events in that continent—has yet realised how inaccurate is the traditional picture of South America.

One of the most important changes over the past thirty years has been the expansion of manufacturing industry. The interruption of supplies from overseas in two world wars and the traumatic experience of the depression years, when the South American republics suffered a catastrophic loss in the purchasing power of their exports, revealed their helplessness in the face of adverse world economic trends and gave rise to a determination to reduce their dependence on the outside world—to complete in the economic sphere their political emancipation.

In practice, the achievement of this economic emancipation has appeared an ever-receding goal, for by creating more complex economies they have altered the nature, rather than the degree, of their dependence on the outside world; imported materials, fuels and capital goods are as indispensable as their former imports of consumer goods. Industrialisation has, however, continued to be the main theme of Government development policies. The post-war years have seen in South America, as in other parts of the world, a " revolution of rising expectations "; peoples are no longer content to remain in the poverty in which they have languished for centuries and governments are aware, as they were not in the past, of their responsibilities to the governed. The era of paternalism and autocracy has passed. In most of Latin America there are now governments committed to improve the standard of living.

These governments may fall short of their promises or be obstructed by entrenched interests, but almost without exception they place industrial development as a means of raising living standards in the forefront of policy. It is now increasingly realised that agriculture and social investment, especially in education and housing, have perhaps been neglected in favour of industrial development, but there is no questioning of the basic premise that the only way to raise living standards and to provide employment opportunities for a rapidly-growing population is

(Continued overleaf)

South America

TRADE AND INVESTMENT

(*Continued from previous page*)

to continue the expansion of manufacturing industry.

One common misapprehension on this side of the Atlantic is to regard South America as a continent of roughly similar countries, and to forget how much they differ in size, resources and degree of political and economic maturity. The southern half of the sub-continent is almost wholly European by race, habit and culture, while the North-Western and Central American states and Mexico are basically Indian with a Spanish-speaking ruling class generally but not entirely of European descent. Brazil, with its Portuguese background, is much more varied and colourful than the rest and a distinct Brazilian racial type is emerging that is quite different from all the other Latin Americans. The process of industrialisation over the past few decades has widened the differences between the republics and even within the republics themselves, so that Brazil offers a striking contrast between the subsistence agriculture areas of the interior of the North-East and the highly-integrated industrial economy of the triangle Sao Paulo—Rio de Janeiro—Belo Horizonte.

Warping cotton yarn in the modern textile mill of S.A. Fábrica Uruguaya de Alpargatas, in Montevideo, Uruguay

There are two countries of South America—Brazil and Argentina—which stand far in front of the others by reason of the diversification of their industrial structure; these countries have passed beyond the stage of manufacturing consumer goods, including durables, and are producing an increasingly wide range of basic chemicals, machinery and equipment. The construction of motor-vehicles began in Brazil as recently as 1957 under an official development plan designed to persuade foreign manufacturers to set up plants and to use an increasing proportion of Brazilian-made components. By 1960 the industry achieved an output of over 130,000 vehicles. The same process began a little later in Argentina, where in 1960 nearly 90,000 vehicles were manufactured. Though imported components are still used, the need for these will be rapidly reduced as ancillary factories are established. The number of companies set up in Brazil to meet the demands of the motor-vehicle industry is estimated at about 1,400.

Behind these two leading industrial countries (to which, if Latin America as a whole were being considered, Mexico should be added) there is what may be called a " second rank " of countries where certain branches of manufacturing industry have been well developed; these include Chile, Colombia and Venezuela, with Peru rapidly achieving the same status. These republics have all set up iron and steel industries, and Chile, the first to do so, now exports a significant part of its output, not only to neighbouring Argentina, but even to North America. In the remaining countries, industry is generally confined to the processing of commodities for export or the manufacture of consumer goods, especially textiles. This is partly due to the small purchasing power of their internal markets and the question of the size of the market is becoming an important consideration even for some of the larger republics, now that they are making more specialised industrial goods.

Awareness of this problem, as well as a desire for closer relations in a world where new regional trading blocs are in process of formation, has been a leading motive behind the creation of the Latin American Free Trade Association, which now embraces all the South American republics (except Bolivia and Venezuela) and Mexico as well. The beginning of this year saw the first of the tariff reductions that are to lead to the removal of trade barriers between the republics within twelve years, thus unifying their markets, permitting increased industrial

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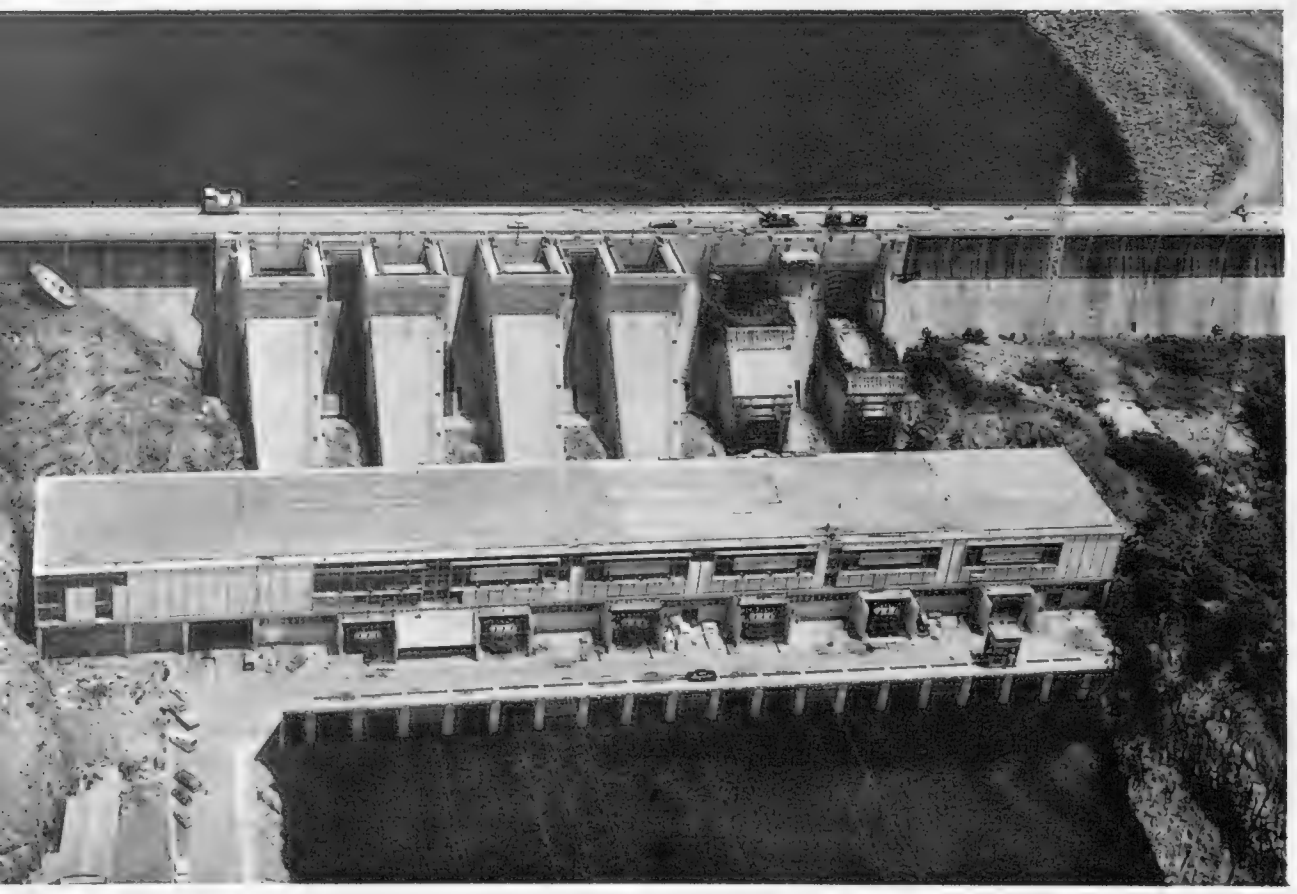


At Lirquen, Chile, newsprint is loaded ready to be exported to Mexico

Left: The hydro-electric power station situated on the Caroní River in Venezuela

Beyond the neatly-laid-out Shell township on the shore of Lake Maracaibo, in Venezuela, are the numerous oil rigs dotting the surface of the lake

The smelting shop of the Braden Copper Co. at Sewell, in the Chilean Andes

A rolling mill in the steelworks, south of Santiago, operated by Cía Acero del Pacífico S.A.

The mining town of El Teniente, in Chile, site of possibly the largest underground copper mine in the world

Cutting sugar-cane on a large estate in the Province of Sao Paulo, Brazil

Harvesting oats grown on the Argentine pampa. Oats are used as feed for steers

South America

TRADE AND INVESTMENT

(*Continued from page 202*)

specialisation, and providing an added inducement for the investment of foreign capital in the area.

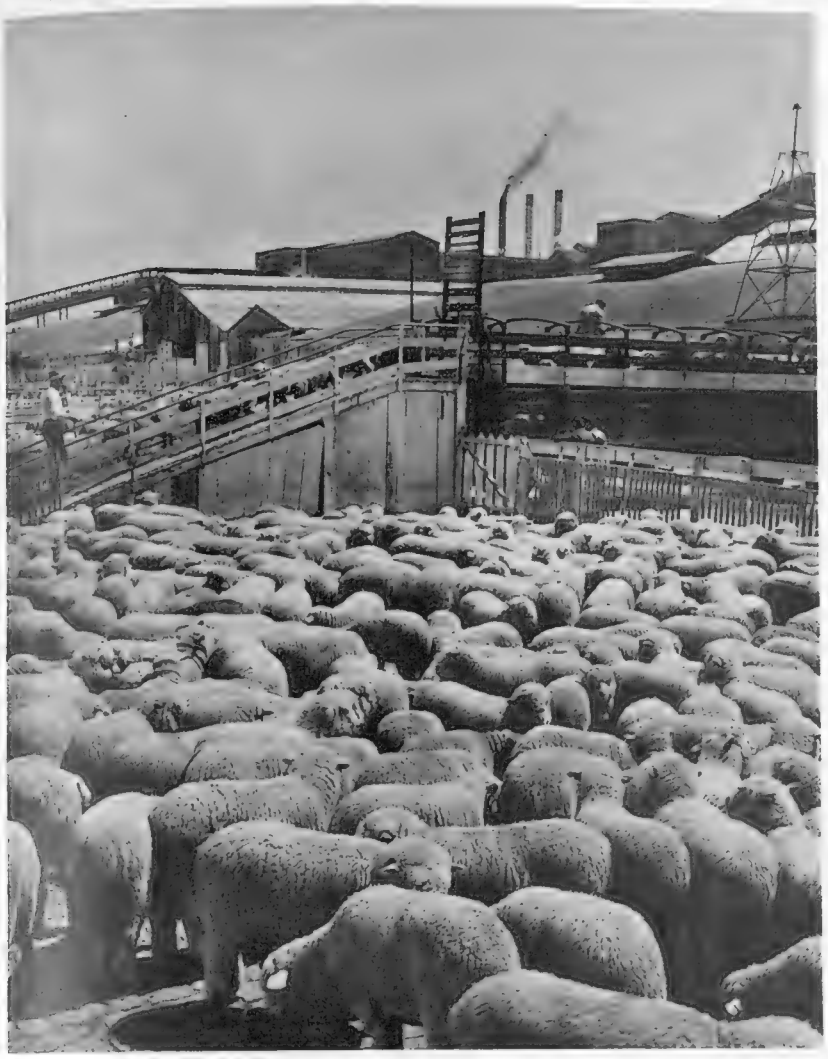
The implication of industrialisation for countries exporting to Latin America is obvious; as soon as domestic industry is in a position to meet the demand, imports are effectively excluded, not so much as in the past by the use of complex licensing and exchange control systems, which have been greatly simplified in recent years, but by high customs duties and surcharges. In South America, as in other parts of the world, the ability of Britain to maintain exports depends on being able to supply, at competitive prices and credit terms, an increasingly sophisticated range of industrial products; the market for consumer goods is extremely restricted and is likely to remain so.

The extent to which Britain has lost ground in Latin America generally is illustrated by the decrease in the proportion of the area's imports supplied by this country, which has fallen from 13 per cent. before the war to about 5 per cent. There has been some revival of exports in recent years and especially in sales to Argentina, but United Kingdom exports to Latin America in 1960 were still only 11 per cent. over the 1950 level, though total British exports had increased by 63 per cent. and Latin America's total imports by about 40 per cent. On the other hand, this country remains an important market for certain South American countries, especially Argentina. Great Britain has a large adverse balance in trade with Latin America as a whole, and this provides a special reason for increasing our export efforts in that area, in view of the present unsatisfactory state of the United Kingdom'soverall trade balance.

One major cause of Britain's failure to maintain its former position in Latin American trade has been the reduction of its investments in the area. In many parts of South America, and, above all, in Argentina, capital from Britain played a leading role in economic development—building railways, ports, expanding export industries and providing finance to governments—scarcely less important than in the Empire itself. At the time of the Prince of Wales' visit to Argentina the United Kingdom had an investment stake there of probably between £400,000,000 and £500,000,000. Within a few years of the end of the war, this had been mostly liquidated, under pressure from one side of economic necessity (which compelled this country to realise much of its external assets) and from the other, of rising economic nationalism.

In the past decade economic nationalism in South America, which was a product of the depressed '30's, has abated, despite occasional outbursts from less responsible elements, and foreign capital is generally welcomed. It has, in fact, made a major contribution to post-war industrial development, especially in Brazil. The U.S.A. has been the principal source of foreign capital, but in the past decade European countries, notably Germany, have played a growing part in financing South American development. The contribution of the United Kingdom has, however, been small, owing partly to the inadequacy of our resources to meet all the claims on them at home and in the Commonwealth, but partly also to loss of interest in South America. In recent years there has been some reawakening of interest, especially in the possibilities of industrial investment in Argentina, while recent changes in Export Credits Guarantee Department policy may help this country to meet the competition in credit terms that is offered by other countries. While the United Kingdom's balance of payments remains precarious and we concentrate on the Sterling Area, this country's ability to finance exports and to invest and rebuild Britain's position in South America remains restricted.

South America has in recent years benefited from a substantial inflow of foreign capital in the form of direct investments, trade credits and official funds from such organisations as the International Bank for Reconstruction and Development and the Export-Import Bank of Washington, and most countries can show some notable achievements in the economic field. Other factors have, however, tended to offset these favourable developments, so that the overall economic growth of many of the republics has scarcely kept pace with, or has even fallen behind, the growth of their populations. These are increasing more quickly than in any other part of the world, the rate being highest in the poorest countries. The most important of these adverse factors has been the low prices of primary commodities, and the dependence on a relatively narrow range of primary products.

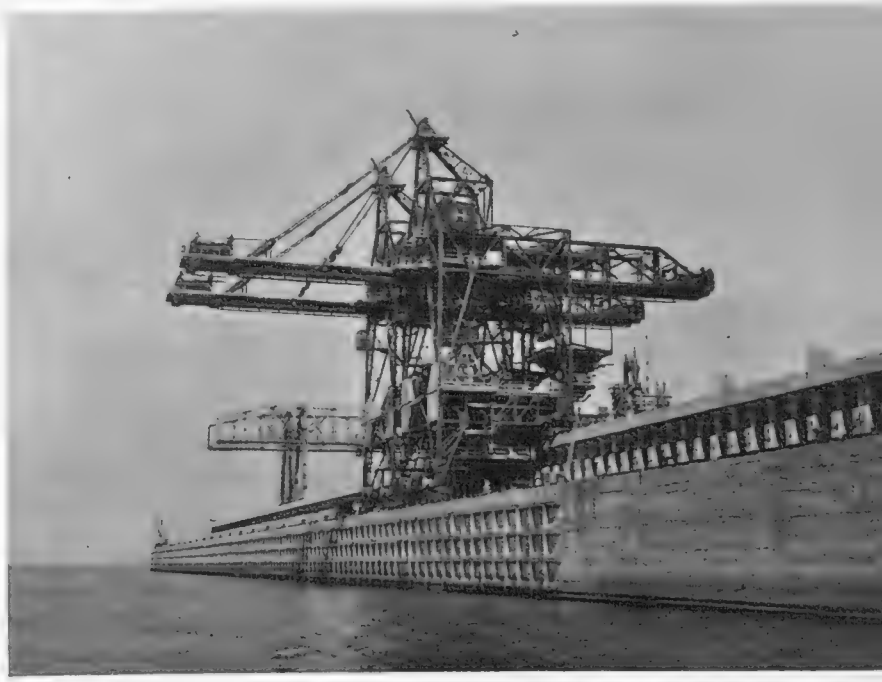


Sheep arrive at the Frigorífico Anglo abattoir at South Dock, Buenos Aires

A Decca DASR-1 long-range air surveillance radar has been recenty installed at Caracas International Airport in Venezuela

Two Hawker Siddeley Mirrlees diesels power the *Cardón*, the Shell fire-fighting tug, employed at the Cardón refinery, Venezuela

The refrigerator factory of Industria Colombiana de Artefactos S.A., Colombia



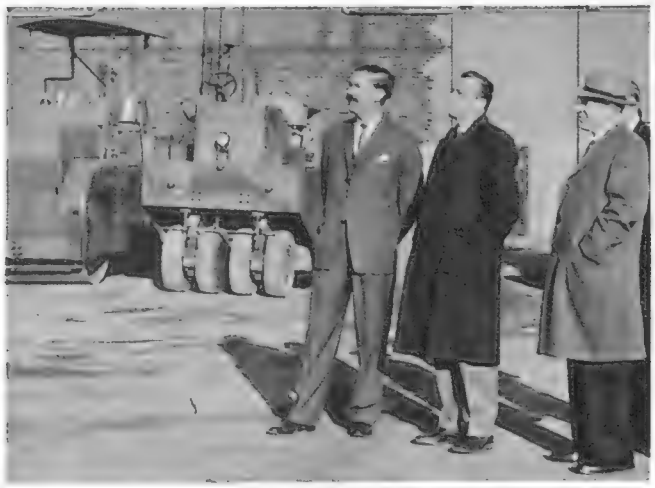
Two ore unloaders, equipped with 12½-ton-capacity grabs, jointly handle 2,200 tons of iron ore per hour at the steelworks in San Nicolás, Argentina, of Sociedad Mixta Siderurgia. The equipment was erected by Ashmore, Benson, Pease and Co. of Stockton-on-Tees

Realising that the slow rise in living standards is frustrating the hopes of liberal elements in Latin America and increasing social tensions, the U.S.A. has in the past year embarked on a comprehensive development programme for the area that will be on a scale comparable to the post-war Marshall Plan for aid to Europe. This is the "Alliance for Progress," whose principles were agreed by all the Latin American republics, except Cuba, at the Punta del Este conference last August. The Latin American countries agreed on the necessity of internal reforms in such matters as land tenure and education, while the U.S.A. agreed to provide the greater part of the sum of U.S. 20,000,000,000 dollars needed to finance development over the next ten years. It is to be hoped that Europe will, out of its growing prosperity, also make a sizeable contribution, in which the United Kingdom will be able to participate; in doing so it will not only help to raise living standards in South America, but contribute to the solidarity of the Western world and strengthen its relations with an area whose economic and political importance will become increasingly apparent in the years to come.

EXPORTS TO SOUTH AMERICA

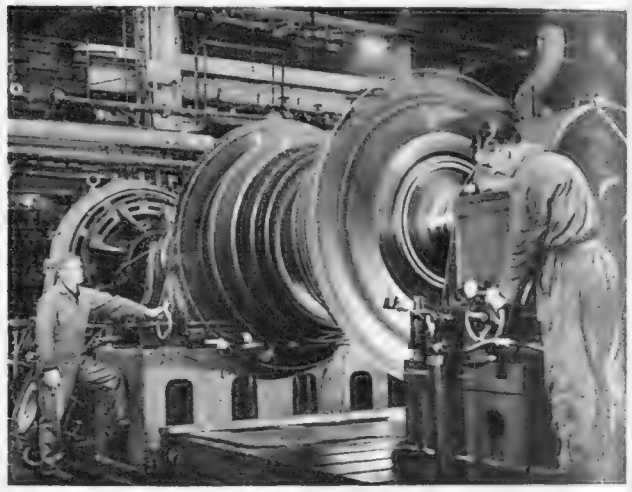
Five Chaseside Loadmaster 1000 four-wheel drive loading shovels recently dispatched to Santiago del Estero, in Argentina, under a £1,500,000 contract for construction equipment

At the handing-over ceremony at the Woodford, Cheshire, airfield of A. V. Roe and Co., Ltd., of the first of nine Avro 748 turbo-prop airliners ordered by Aerolíneas Argentinas, are, from left, Mrs. M. Massey, of the Aerolíneas London office; Brigadier Mirant Borde, Vice-President of the airline; Sir Harry Broadhurst, Managing Director of Avro; and Dr. González, a director of Aerolíneas. The first of the 748's is due in service on February 15



Left: Mr. G. M. Warren of Aveling-Barford; Dr. P. C. Menezes, head of the Division of Supplies of the Brazilian National Roads Department; and his deputy, Dr. R. Caminha. Dr. Menezes and Dr. Caminha visited the Aveling-Barford factories at Leicester and Grantham

Right: Preparing a double-flow, low-pressure turbine to be shipped to the Arriaga power station in Venezuela from the A.E.I. Trafford Park works. A.E.I. won a contract to supply two 66MW turbine generators



Left: Near Belem tunnel, Brazil, is one of the fifteen 3,000-h.p. electric locomotives supplied to Brazil by English Electric. Under the contract for a comprehensive electrification scheme, English Electric also supplied three motor-coach trains and sub-stations. Sub-contractors for the overhead wires were B.I.C.C.

Right: The Dunlop factory, near Campinas, in Brazil, was opened in 1954, employs 1,100 people, and produces tyres and tubes for cars, commercial and other vehicles, and aero tyres

An Olympic II 44-seater bus passes the Congress building in Montevideo—42 of these vehicles were ordered from Metropolitan-Cammell-Weymann Ltd., an associated company of Vickers, for Montevideo, and 315 for Buenos Aires

Among the Leyland buses in the fleet of Empresa A.B.L.O. of Argentina are these two new Royal Tiger Worldmasters. They operate in the company's express service between Buenos Aires, Rosario and Córdoba, travelling at high speed over long distances

BRIAN VESEY-FITZGERALD

THE FAIR BATTLEMENTS OF CHESTER

My earliest memory of Chester is of the city walls. Chester and Shrewsbury were our shopping towns. Not in the sense that they were the towns where we did our ordinary everyday shopping. They were both much too far away for that, about thirty or forty miles. They were the towns where we did our special shopping—Christmas and so forth. They were our " expedition " towns, for a visit to either meant staying a night or two and was not a thing to be lightly undertaken. Now, it seems ridiculous to think of a forty-mile journey taking on the proportions of an expedition. But this was before the heyday of the motor-car and horses walked up those hills. It took time to get to the station.

Chester, being further away than Shrewsbury, perhaps another half-hour in the train, was the special treat, and, anyway, it was in Chester that we did our Christmas shopping. Brown's of Chester: that was where the Welsh of north and north-central Wales went at Christmas (and at other times of the year, of course, but especially at Christmas-time). Brown's of Chester must have been the first " big shop " name I knew. Certainly I knew it long before I had ever heard of any of the famous London stores. Brown's of Chester—a name of terrific significance.

But I went only at the very end of the visit. A small boy was in the way, a bit of a nuisance, on such a shopping expedition. So I was put on the wall. We used then to stay at the Grosvenor, hard by the city clock, and just by this clock there are steps leading up from Eastgate Street to the top of the city walls. I used to be told to walk round the walls—there is a path along the top—while my elders went shopping. And, if you think that this was heartless, it was not so at all. It only heightened anticipation. You could walk round the walls, run round the walls, play " soldiers " on the walls, look down on roofs and yards, down on Roman remains, down on the river, and all the time at the back of your mind there was Brown's the next day.

I am very grateful to my parents for this early introduction to the walls of Chester. It gave me, willy-nilly, some patience and it also gave me in some small measure a sense of time, of history. I suppose that had the Zoo been open then, I should have been deposited there. I am glad that it was not, because I should have missed the excitement of exploring Chester. The Zoo is, by the way, one of the best, in some ways the best, of British zoos and I make a point of visiting it whenever I go to Chester now. Walking along the walls, you would see small alleyways, little nooks and corners, and, when I was a little older, I would try to find them again from ground-level and so would find myself in parts of the city which I would never normally have visited.

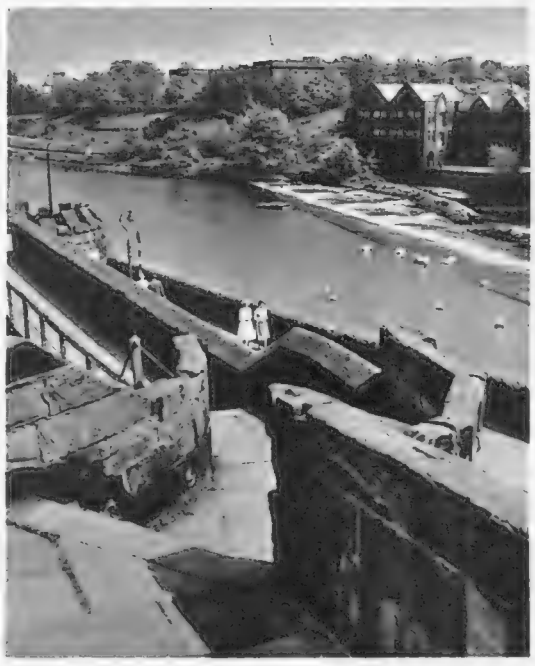
The City of Chester is built in form of a quadrant, and is almost a just square, inclosed with a fair stone wall, high and strong built, with fair battlements of all the four sides; and with four gates, opening to the four winds; besides some Posternes, and many seemly towers, in, and upon the said walls. The City extends her self in her Suburbs, with very fair streets, and the same adorned with goodly buildings.

That old description will serve well enough even today, as anyone, starting from the East Gate and walking round the walls can see for himself. The circuit is about two miles in length and provides a walk unique in England. There are still towers, six of them, standing and there are still the gates. But get down to ground-level and have a close look at those gates. The original castellated gates with narrow entrances have gone: these are Georgian. Superficially, with its walls, its Roman remains, its black-and-white timbered buildings, its Rows, its Cathedral, Chester is a medieval city. And, of course, there are any number of old houses, notably, the Bear and Billet, Edgar House, Gamul House, Bishop Lloyd's Palace, the Falcon Cafe, the Old King's Head, but a good deal of that attractive black and white is faked. It is an education to walk round Chester, picking out the genuinely old. Go and have a look at Stanley Palace and study that timbering !

The walk along the walls of Chester passes over the decorative East Gate

It is much better, I think, to stick to the walls, to see Chester from wall-top rather than from ground-level, as the essential Chester is an atmosphere. For almost 2,000 years this has been a centre of civilization. Walking the walls, removed from the frenzied rush in the narrow streets below, something of this is apparent and felt. At ground-level, one is swallowed up in the twentieth century—in the money-making, money-spending crush that we describe as " progress." Few people (and no woman) would be content to see Chester only from wall-top. The pull of the shops is too strong. But, to the discerning with a moment or two to spare, Chester, even at ground-level, even in this age of standardisation, stands a little apart from other English towns, other Cathedral cities. It is an English town, the capital of an English shire, and it has been for centuries one of the main gateways to Wales. In more senses than one it is the capital of North Wales. Have a look at the names over the shop-fronts, study the local telephone directory and you will soon begin to wonder which country you are in. The essential Chester is an atmosphere, but not wholly an English one. It stands a little apart.

And it does so in its shops as well. The Rows are unique: a double row of shops, one at street-level and one at first-floor level, the latter set back so that there is a covered footway in front of the upper row. These Rows will



The walls also run by the River Dee

sometimes run the length of a street. You can walk the length of a street in the dry, and that is a very considerable benefit in our climate. There can be no doubt that the Rows are good for trade, not because they provide protection from the weather, but just because they are different. Visitors walking the covered foot ways are carried away by a sense of adventure, of exploring the unknown rather than merely shopping, and the excitement loosens the purse-strings. This is especially true of women. I know because I have just taken my wife for her first visit to Chester. She was really thrilled and excited, especially by Brown's which is in one of the Rows and whose windows were beautifully lit and dressed. Fortunately, it was late on a Saturday night.

BOOKS

ARCHETYPAL LOVERS

The story of Heloïse and Abelard; and this week's variegated novels, short stories and thrillers

Lovers still make their pilgrimages to the tomb of Heloïse and Abelard in the Père Lachaise cemetery in Paris, and in many parts of the world Heloïse and Abelard are still regarded as classic examples of the love between man and woman. Heloïse was a brilliant girl, living in the charge of her uncle, a canon of Notre Dame cathedral. Abelard was handsome, a member of a distinguished Breton family, a philosopher and teacher. He was also a cleric and the love which blossomed between these two was one of the greatest scandals of the early twelfth century. From Abelard's own autobiography and from the letters between them, some of which have survived, their story of sacrifice, torment and unfaltering love can be followed to this day and Miss Marjorie Worthington has made it the subject of her book, THE IMMORTAL LOVERS (Robert Hale. 16s.); a thoughtful and unsensational history of two beings whose passionate companionship was brief and who lived for the greater part of their lives, he as an abbot and she as an abbess, in distant monastic orders.

THE WELLS OF ST. MARY'S (Heinemann. 16s.) is Mr. R. C. Sherriff's first novel for more than twelve years and all the more welcome for that. Here is a writer who is not only born to his craft but is successful in three of its very different aspects and techniques. If he had only written one play, *Journey's End*, he would have made a lasting reputation but he has written many others (I always remember *Badger's Green* with pleasure), has five other novels to his credit and is one of the most distinguished writers of film scripts (*Odd Man Out* and *The Dam Busters*, for example) in this country. Mr. Sherriff's latest contribution to our entertainment is a contemporary rural adventure and, although rural at least in its setting, the reader will find Press lords, publicists, city companies and unwieldy committees holding their own in the story. I enjoyed the book thoroughly and recommend it for its quiet humour and at least three perfect characterisations.

Mr. Bruce Marshall has had a good deal of fun, with A GIRL FROM LUBECK (Collins. 16s.), in throwing some finely pointed darts at the target of an organisation which he has been pleased to call the Quinquepartite International Letters Association but which some of us may recognise—or guess at—under a more familiar label. His hero and narrator is a lecturer and modest cog in the English contingent (headquarters: Paris) and is perpetually plagued by the Machiavellian tactics of his immediate superior, a man with an uncanny aptitude for buck-passing. The girl of the title is mysterious, pretty and of over-easy virtue. Between these three and the constant tension of East-West machinations which apparently exist as forcibly in literary as in diplomatic circles the plot is carried along with almost feverish speed. The dialogue is often amusing and always lively but there is a certain awkwardness in the relation of matters of body to matters of soul.

A MIDSUMMER NIGHT'S DREAM—Titania (Samantha Eggar) and the transformed Bottom (Colin Blakely) in the new production by Tony Richardson of Shakespeare's comedy at the Royal Court Theatre in London

An English and a Canadian writer are responsible for two admirable volumes of short stories this week. A SPIRIT RISES (Chatto and Windus. 16s.) includes fourteen stories of varying lengths from the pen of Miss Sylvia Townsend Warner, many of them having first appeared in *The New Yorker* and all of them appearing far more at ease in a conventional book form. Perhaps it was the drawings rather than the advertisements which get in the way of this kind of fiction but, in any case, one is grateful for the uninterrupted view of such small treasures as *Youth and the Lady* or *The Snow Guest*. From Mrs. Ethel Wilson come the eighteen stories, mainly set against the background of Canada's Pacific coast, collected under the title of MRS. GOLIGHTLY (Macmillan. 15s.). This was, for me, the discovery of a new author and so much have I enjoyed and appreciated these tales that I propose to seek out the four novels which she has written before. Mrs. Wilson's delicacy of touch is wonderful and at least one of the stories—*Truth and Mrs. Forrester*—should be required reading for anyone attempting this literary form.

It will be no surprise to hear that Mr. Alan R. Jackson's novel, EAST 57TH STREET (Hart-Davis. 15s.), is about New York and you may also be glad to learn that it is as gay and cheering a trifle as has appeared for many a moon. I would guess that the author is fairly young, by which I do not mean immature, but alert to the enthusiasms and mercurial spirits of his contemporaries and sympathetic in a pleasantly astringent way. Recommended to those who like a novel to be funny but not farcical.

WHITHER THE NAVY?

Two works on differing aspects of war at sea

Captain S. W. Roskill, at once an experienced naval officer and an accomplished historian, probes with a surgeon's skill through the history of British naval warfare in search of the basic truths that we still need to know. Each new invention and technological change, he says, provides a specious excuse to dismiss the study and analysis of past experience as an operation fit only for the antiquarian and the academic. Captain Roskill will have none of this, and in THE STRATEGY OF SEA POWER (Collins. 25s.) he takes both a backward and a forward look, ultimately guiding us to new objectives, to the creation within Nato, for instance, of an integrated and balanced fleet, to the thought that the giant aircraft-carrier of today will be obsolete in a decade from now, and to the use of hovercraft in naval operations. Some of the author's conclusions are startling, but his brevity of style, coupled with his clarity of explanation, assist enormously in presenting his thesis.

Rather more popular in style and hardly less authoritative in origin is Rear-Admiral William Jameson's THE FLEET THAT JACK BUILT (Hart-Davis. 42s.). It was in 1868 that the first ironclad battleship was launched, and thereafter the Royal Navy was revolutionised in ships, guns and fighting technique. Sir William has chosen to tell this dramatic story in terms of the men responsible for this revolution; men like "Tug" Wilson, who taught the Navy that her ships were for fighting and not for show; Charlie Beresford, a fine sailor who made a disastrous incursion into politics; that forthright reforming genius Jackie Fisher; and finally Beatty and Keyes. Admiral Jameson has woven these highly individual biographies into a continuous narrative from which the Royal Navy's developing policy emerges. The chapter on Fisher is a real delight.

That a nation of the vast size of China should be in this modern day and age so utterly cut off from the Western World is, one supposes, an indictment of our politicians in the first instance, a colossal failure in world public relations. It is an acknowledged fact that in the past eleven years only nine Americans have set foot on the mainland of China with the approval of the U.S. Government. Felix Greene, a traveller with an insatiable curiosity, at least helps in some small measure to right this monstrous ill-balance with his excellent book, written in the first place for American consumption, THE WALL HAS TWO SIDES (Jonathan Cape. 25s.). This is the record of a 10,000-mile-journey through China in which the author surveys this awakening land, with its communes, factories, hospitals, prisons, law courts, and much else besides. China's main problem is feeding her 700,000,000 people. The author writes with an optimism born of all that he has seen and heard and with an obvious affection.

Justice Michael A. Musmanno's THE EICHMANN KOMMANDOS (Peter Davies. 21s.) constitutes a macabre postscript to the recently concluded trial of Adolf Eichmann in Israel. The author, who gave judgment at Nuremberg on twenty-three leaders of the Einsatzgruppen, the mobile death columns which Eichmann sent in the wake of the advancing German armies in Europe, and who later testified at the Eichmann trial, is well qualified to describe these sombre events. The gargantuan crime which was committed by the Kommandos in obedience to the Führer's orders is set down relentlessly for the record. For generations to come the world will ponder on these grievous events that are such a dark stain on our own time.

J. F. Hayward, of the Victoria and Albert Museum, has undertaken a massive and fascinating task in presenting the history of European firearms from 1500. Volume One of THE ART OF THE GUNMAKER (Barrie and Rockliff. 70s.) takes the story forward to 1660, a useful point at which to break off, as it marks the final development of the flint lock. The author shows the major innovations both in mechanism and ornament, with Italy and Germany coming to the fore in the sixteenth century, and France assuming the dominant role in the seventeenth century. He allows that elegance of form, taste and originality in decoration are perhaps more important to him, as they are to most collectors, than practical shooting qualities.

Richard Edmonds

CRIMSON JOY (Hart-Davis. 15s.) is a fast-moving story about what used, with sinister understatement, to be called an incident in the war in Indo-China. Mr. Charles Fenn, who has been a war correspondent in the Far East and has served with the U.S. Marines, has a style as staccato as Bren gun fire, and about as rapid. Nevertheless it is immensely readable, whichever way one's political sympathies lie.

The American preoccupation with Japan continues. It is phenomenal to some non-American people but a fact, and plays, books, flowers and interior decoration express it year after year. SOMEONE WILL CONQUER THEM (Michael Joseph. 16s.), for instance, is by a writer who has lived as a foreigner in Japan during the last war and during the occupation and therefore has first-hand experience to draw on. Elizabeth Kata's story deals with an ill-assorted group of foreign civilians managing to survive in a Japanese village just before the explosion of the first atomic bomb, and, after the end of the war, living on with the occupation forces. Emotional and sentimental.

BEBO'S GIRL (Collins. 16s.), by contrast, is a story which comes very close to tragedy but which has been written with such candid grace and simplicity that it makes a very real impression on the reader's mind. Signor Carol Cassola was awarded an Italian prize for the book and in this sensitive translation by Marguerite Waldman it is easy to understand and appreciate the judges' decision. There is a real enchantment in these pages, as I think you will find for yourselves.

Quite the best detective story of the week is Miss Lesley Egan's A CASE FOR APPEAL (Gollancz. 13s. 6d.), with a setting of a torrid Californian valley, a small, gossipy town and a very human policeman who finds that tracking down a murderer is only one of his problems. THE RAVINE (W. H. Allen. 13s. 6d.), by Miss Kendal Young, suffers a little from its author's preoccupation with mixed-up human relationships but has an ingenious central idea and more than adequate suspense. As for Miss Elizabeth Ferrars' THE BUSY BODY (Crime Club. 12s. 6d.), there is not only a neat title but some highly imaginative skulduggery taking place in genteel country houses and shady London mews. Very well constructed, as is Miss Egan's plot.

Vernon Fane

THE OLD NEW WORLD

The latest addition to the Art of the World series of regional histories of the visual arts is ANCIENT AMERICA, by Hans-Dietrich Disselhoff and Sigvald Linné (Methuen. 45s.). The book is subtitled *The Civilizations of the New World* and divides into two parts. Mr. Linné writes on the Art of Mexico and Central America. Mr. Disselhoff deals with the Art of the Andean Lands. America before the Spanish conquests was dominated by the civilisations of the Aztecs in Mexico and the Incas in Peru, and these are described in considerable detail. But space is also found for the other cultures, the Costa Rican, for instance, and the Colombian, both of them in lands of gold. In the latter the legend of the "Gilded Man" or "El Dorado" was, as Mr. Disselhoff shows, founded on fact. In almost all the countries gold was the common metal, even utilitarian implements such as fishing hooks being made of it. Central and South America lived through a gold age just as elsewhere there had been a bronze age. But the people were not materialists. Religion was the inspiration for the creation of works of art, large and small.

The authors of *Ancient America* approach their task with a scholarship based on the most up-to-date evidence. Their text is fascinating reading. The book is enhanced, as are all in this series, by splendid illustrations, many in colour. It would be hard to imagine a better guide than this to the treasures of the past American civilisations.

Charles Dimont

Among those rehearsing at the Royal Ballet School for Stravinsky's *Le Baiser de la Fée* are Antoinette Sibley (in the centre of the group) and Lynn Seymour (third from left)

Svetlana Beriosova and Donald Macleary rehearsing their roles

THE ROYAL BALLET AT REHEARSAL

In a new programme at Covent Garden the Royal Ballet is for the first time devoting the entire programme to ballets with music by Stravinsky. The three works, giving the opportunity to see the company's principals in one programme, are *Le Baiser de la Fée*, *Scènes de Ballet* and *The Firebird*. In the period before the opening night, last Saturday, the company was hard at work rehearsing the ballets. These pictures show rehearsals for *Le Baiser de la Fée*, originally composed by Stravinsky in 1928 and given new choreography for Covent Garden by Kenneth Macmillan. This version was first seen in April 1960, when it was danced by Svetlana Beriosova and Donald Macleary. They are appearing in the ballet again. Principal roles in *Scènes de Ballet* are taken by Nadia Nerina and David Blair, and Dame Margot Fonteyn and Michael Somes are dancing in *The Firebird*.

Photographs by Anthony Crickmay

Prominent in this view of the rehearsal room are Monica Mason, Svetlana Beriosova and Kenneth Macmillan

INDUSTRY AND THE STOCK MARKET

SMALLER INSURERS

By "THE SPHERE" CITY CORRESPONDENT

Though life offices are the giants of Britain's insurance business, their rate of growth has often been surpassed in recent years by the smaller composite companies. These are firms which, while conducting life business, also have an important interest in accident insurance (including motor risks), fire business and, frequently, marine insurance work.

Two features distinguish the composite companies. One is the number of mergers that have taken place in recent years, often to reap the advantages of size in certain markets or certain types of business. Second, the composite offices operate throughout the world, and most of the larger composites have important interests in North America. This is in complete contrast with the life offices, who are virtually precluded from doing business in the United States, and whose main overseas interests are generally in South Africa, Australia and New Zealand.

Growth of the composite offices follows the same pattern as the life companies—expansion in new policies, plus relative skill in investing the proceeds. But the composite offices' fire, accident and other business is basically different from the life companies'. To begin with, it is essentially short-term, as composite companies have to provide for fire or hurricane risks that may call for large sums at short notice.

While the composite offices have reported a steadily rising trend of business, investors should expect their results to follow a cyclical pattern, simply through the appearance of fire, accident and other losses. But assuming their overall rate structure is sound, then over the years the insurance companies should earn an adequate return on their funds. One other corollary of the composite companies' short-term business is that they must keep a large proportion of their funds in readily cashable form.

Though the composite offices are on average smaller than life companies, both Royal Insurance and Commercial Union reported premium income exceeding £100,000,000 in 1960. General Accident (based on Perth) reported some £75,000,000, and Eagle Star close to £30,000,000. Expansion has been impressive over recent years, probably best shown by a comparison of indices. Taking 1950 as 100, Royal's 1960 figure was just over 400, with Commercial Union and Eagle Star close to 300 and General Accident about 250—though these figures are complicated by capital and accounting changes.

Royal Insurance, as one of the largest British insurance companies, nave expanded partly through take-overs, notably of London and Lancashire Insurance just over a year ago and of two Canadian companies in the spring of 1961. To finance its acquisitions, Royal made a £22,000,000 share issue last summer, which had the incidentally useful effect of reducing the formerly large share price.

Commercial Union, the other large composite group, shows expansion on a parallel to Royal's. Commercial Union took over North British and Mercantile Insurance in the summer of 1959 and followed with a £11,000,000 share issue just over a year later. Like Royal, Commercial Union also show a rising dividend trend. Their 1960 payment of 45 per cent. compares with just over 36 per cent. in 1955.

Though smaller than either Royal or Commercial Union, the Eagle Star group have an impressive growth record. This may reflect their close links with the City merchant bank of Philip Hill, Higginson Erlangers and with rapidly developing property associations such as Second Covent Garden Property and Bernard Sunley interests in this country and the Zeckendorf group in North America. Eagle Star's major recent take-over involved Midland Employers Mutual, nearly three years ago, though a more recent approach to London and Manchester Assurance was rebuffed by the board. Eagle Star's dividend has also expanded sharply, from 16¼ per cent. equivalent in 1957 to 27½ per cent. for 1960.

But of all the composite companies' growth records, probably the most striking is General Accident's. By contrast with the other composite offices, General Accident has not made any major acquisition moves in recent years, but shareholders received two share issues—one for cash in 1959 and the second free towards the end of last year. General Accident has large interests in the United States and both its premium and investment income have expanded rapidly in recent years. But the basis of General Accident's growth record lies in the growth of dividends. These virtually trebled between 1955 and 1960, from the equivalent of 10⅝ per cent. on the present capital to 30 per cent. Few companies, in insurance or industry generally, can match this expansion record.

Like the life offices, the composite companies' shares must appeal primarily to investors concerned with capital appreciation rather than income. As the composite offices carry out a large part of their business overseas, this limits the tax relief on dividends which U.K. investors can claim. Both Royal and Commercial Union can be bought to offer about 3 per cent., but Eagle Star and General Accident, with their impressive expansion records, offer only 2¼ per cent. and 1½ per cent. respectively. Royal should meet the needs of the average investor, but anyone who is impressed by recent growth history could also acquire a holding in General Accident.

A Handley Page jet-prop Dart Herald airliner in the livery of British European Airways. This airliner is similar to the two Heralds which Prince Philip will use on his forthcoming tour of South America. These two airliners will be drawn from the BEA fleet. Other airliners with Heralds on order are Jersey Airlines, North South Airlines, Maritime Central Airways and Nordair of Canada, and Itavia of Italy

The 20,000-ton British passenger liner R.M.S. *Arlanza* which is on the South American service. She made her maiden voyage in October 1960. Her usual run is from London to Argentina via France, Spain, Portugal, the Canary Islands, Brazil and Uruguay. Prince Philip is to give a dinner in honour of Senor Arturo Frondizi, President of Argentina, on board the *Arlanza* in Buenos Aires on March 24

The first-class smoke room in the *Arlanza*

TRAVEL

EXPLORING NORWAY'S TELEMARK

By GORDON COOPER

Many people share my preference for seeking out the lesser-known corners of popular holiday countries. In Norway they will, I think, find Telemark especially rewarding.

This province, although within two to four hours' rail access of Oslo, has remained astonishingly ignored by most of the tens of thousands of British visitors who visit Norway every year. Yet the scenery of its mountains and forests and clear, still lakes is magnificent. The hotels, though few in number, are good, and local traditions and crafts have survived to a much greater degree than in many of the better-known regions.

For those who like independent holiday wanderings, I can recommend the bus route I followed through Telemark last autumn. Early autumn, incidentally, is a glorious season among these forested mountains, when prices are also lower. If you can take your car, this is by far the best means of viewing the province, however, for public transport is still not over-frequent, nor does it serve all the places you might want to see. You must not, of course, expect roads of motorway standard in this concentrated mountain area; surfaces, often gravel, range from good to mediocre.

The tour, which describes a very rough circle through the province, begins at Skien, capital of Telemark, about four hours by rail from Oslo. It is the farthest from the capital of the three main de-training points for the region (the others are Bö and Kongsberg), and will hold special appeal for Ibsen-lovers, for here the morose poet and playwright spent the formative years of his life. You can visit Venstop, the farm on the outskirts of the town to which the Ibsens retired when family fortunes deteriorated and where the boy Ibsen spent hours in the large attic later to be re-created in *The Wild Duck*. At the town's open air museum, there are some fine examples of rose-painting, an art in which the inhabitants of Telemark were particularly skilled and which is still practised to a limited extent today.

Tinsjo, surrounded by wooded slopes, is one of the many lakes in Telemark

Skien is the starting point of a delightful 60-mile water route to Dalen; it is also linked by bus to villages strewn among the lake-studded mountains. One of these is Morgedal, 3½ hours away. A most pleasant tourist hotel overlooks the scattered village where ski-ing as a modern sport was born. Here, on the mountainside, is the one-room home of one of its founders, Sondre Norheim, from whose open hearth, a burning torch is carried to the scene of the Olympic Winter Games. Here, over 100 years ago, young enthusiasts " ski-jumped " over cottage roof-tops from the steep slopes above, and from their zig-zag antics between the pine trees the word slalom has become part of the international ski-ing vocabulary.

The bus from Morgedal to Rauland (1½ hours) brings you to an entirely different face of Telemark. The modern tourist hotel, overlooking a great vista of open mountain slopes, is about six miles from the lakeside village of Rauland itself. An American shipowner has chosen this spot as the site of his private collection of old Norwegian farm buildings, and attractive and venerable storehouses, many of them dating back several centuries, are dotted all over the village. Note, too, the second gate entrance to the little church leading directly on to the lake, a reminder of the days when most worshippers arrived for Sunday service by water.

The road from Rauland, *via* Skinnarbu, to Rjukan leads through wonderful ski-ing country—much of it above the tree line and never lacking in lakes. One of these, overlooked by the solitary Skinnarbu hotel, is Lake Mosvann, starting point for a series of dams and power stations whose total production must rank among the highest in the world. Focal point for this production is Rjukan, scene of the famous heavy-water sabotage in 1944. This strange, vital industrial community must be unique of its kind. It lies buried deep in a steep-sided mountain valley, hidden from the sun for five to six months of the year, but to overcome this disadvantage a cable car has been specially built to carry its inhabitants out of the shadows any time they wish. In March a week-long carnival celebrates the return of the sun to the valley.

One of the overshadowing mountains is Gausta, over 6,000 ft. and the highest in southern Norway. A funicular rising to its summit from *inside* the mountain will be open to the public this year for the first time.

From Rjukan to Bolkesjo takes nearly two hours by bus, a truly magnificent drive of steep rises and descents and far-flung vistas framed by forests. You are approaching the end of the tour for Bolkesjo hamlet lies only half an hour by road from Kongsberg which, in turn, is under two hours by rail from Oslo.

Bolkesjo Hotel (awarded one of my hotel " Oscars'" recently), is built of wood in typical old Norwegian style, and it appealed to me for its atmosphere and friendliness, quite apart from its beautiful views. This year it will also have the novelty of an open air swimming pool by its entrance. From Bolkesjo you should arrange to visit Heddal and its stave church. No one knows exactly why these exotic and strangely eastern-looking buildings, entirely constructed of wood, were designed in this way, but the one at Heddal, dating from the twelfth century, is certainly the largest and probably the finest of the twenty or so left in Norway today.

Kongsberg lies just outside the boundaries of Telemark, but it is on your route and must be visited for the silver mines which brought it prosperity in the seventeenth century and which only ceased to operate in 1957. A one-time miner will be your guide. The town also has a most interesting silver museum and a 200-year-old church, remarkable not for its beauty but for its extraordinary interior. Complete with " Royal box," it is more reminiscent of a theatre than a church, while much of its wooden structure has been made to imitate marble.

The tourist hotels at all the places I have mentioned offer modern facilities, friendly service, and are licensed either fully or for beer and wines. Prices range from 30s. to 45s. a day for full board; rates, on the whole, are slightly higher for stays of less than five days. During the main summer and winter seasons, there is usually dancing on most evenings, when the atmosphere is gay. Hotels in Norway, incidentally, have retained the custom of dressing for dinner.

Do not, however, expect to find much organised entertainment outside the four walls of your hotel. Telemark is essentially a region for those who like beauty, tradition, relaxation, and a hardy, hospitable people.

Further information from: Norway Travel Association, 20, Pall Mall, London, S.W.1.

MOTORING

A SIGN OF THE TIMES

Rally in East Africa; South American prospects; accessories, gadgets and mirrors

By **COURTENAY EDWARDS**

It is surely almost sacrilege to have a rear-engined Fiat 500 standing cheek by jowl with lush Rolls-Royce and Bentley models in the Berkeley Square, W.1, showroom of Jack Barclay Limited. I say that with all due respect to the famous Italian firm, who have appointed the world's most celebrated Rolls-Royce retailer as their main London distributor.

It is obviously a sign of the times. This is no panic move resulting from the £2,000 tax limit on business cars or the technical talks between Rolls-Royce and the British Motor Corporation. But Jack Barclay, who has been selling Rolls-Royces and Bentleys exclusively for thirty-five years, is a shrewd business man and probably thinks British membership of the Common Market is only a matter of time.

"The habit of having a second car in the family—or even a third car—is growing fast," Mr. Barclay commented when I questioned him about his new venture. "I have linked up with Fiat because they offer a range of cars which are complementary to the Rolls-Royce and Bentley models. They span all motoring requirements from the 500-c.c. runabouts to the 6-cylinder, 2.3-litre saloons and station wagons capable of 100 m.p.h. and more."

2,500 vehicles an hour can move along the routes available on these highways round a stadium in Caracas, Venezuela

The Monte Carlo Rally has now left its tyre-prints all over Europe and the thoughts of enthusiasts are already turning to that rougher, tougher rally called the East African Safari. It is being run from April 19 to 23 with a 3,300-miles itinerary through Kenya, Uganda and Tanganyika, with Nairobi as the starting and finishing point.

This is the rally in which the hazards include big game. Drivers must be prepared to find—and avoid!—lions, leopards, elephants and other wild animals wandering in the road round every corner. For most of the way the rally crews drive over roads which hardly deserve the name.

The entry list does not close until March 24, but already an impressive assortment of cars and drivers has been enrolled. Eight British makes are represented to date: Ford, Sunbeam, Humber, Hillman, Rover, Morris, Austin and Standard.

Of the British manufacturers, those taking the Safari most seriously are Ford, Rootes and Rover, with Zodiacs, Humber Super Snipes, Hillmans and 3-litre models respectively. Fords have done very well in this gruelling motoring marathon in the past and details of the 6-cylinder models they are preparing for the 1962 event are awaited with special interest.

This is the one international rally for which only true production models are eligible and there will be a stricter look-out this year for competitors who try to replace such major components as gear-boxes, cylinder heads and back axles. The organisers have taken powers to stop any car anywhere on the route and make a safety check on brakes, lights, and so on.

In South America the Duke of Edinburgh will find severe restrictions on imports of motor vehicles. These are due to a desire to protect the development of local industries and also to economic difficulties. Argentina and Brazil have shown the most enterprise in the industrial field and both these countries claim to be approaching self-sufficiency in the matter of road transport needs.

I regret to say that in both these countries Britain has lagged behind the U.S., West Germany, France, Italy and Japan in getting a share of markets that are potentially huge. This is particularly true of Brazil, where all the world's major vehicle-building countries are engaged in local manufacture of some kind—except Britain.

But things are improving. The British Motor Corporation's Riley One-point-Five is now being built under licence in large numbers in Argentina by Siam di Tella, who have also undertaken the progressive manufacture under licence of A.E.C. heavy-duty commercial models, trucks and passenger vehicles.

Perkins of Peterborough have invested £1,600,000 in a wholly-owned subsidiary for the manufacture of diesel engines of various kinds in Brazil, and they have now made arrangements for large-scale production in Argentina through an associate company who expect in a few years to reach a turnover of £5,000,000 on diesel engines alone.

British manufacturers are also beginning to show initiative in Colombia, Chile and Venezuela, which are slowly developing their own automotive industries, with incentives to importers to include an increasing percentage of locally-made components. The Rootes Group is investing £1,000,000 in an assembly plant in Venezuela. Work on its construction has already started.

Accessories and gadgets are one of the most fascinating features of motoring, and I should like to refer to some which have come to my notice lately.

Martin Walter Limited, of Folkestone, famous for their Dormobile range of motorised caravans, have announced a new camping trailer which costs £99, is free of tax, sleeps two adults and affords daytime sitting accommodation for three. It has a lightweight, two-wheel chassis and there is a folding canopy of reinforced plastic material, with light tubular frame, which gives rapid conversion to an all-enclosing tent.

If you are looking for wing mirrors, two specialist firms who offer a good selection of sturdy, well-styled products are Magnatex Limited, of Bath Road, Harlington, Hayes, Middlesex, and Tudor Accessories Limited, of Beaconsfield Road in the same town. Prices range from just over a guinea each for mirrors suitable for the B.M.C. Minis. Wing mirrors can be of special value if your rear window mists up, though there are also accessories to take care of *that* problem, too!

Talking of mirrors. . . . If you are worried by dazzle caused by the reflection of the headlights of following cars in your interior driving mirror one simple way of dealing with it is to buy a Charleson visor for 5s. This is a blue plastic panel which you can easily clip on to your mirror. It has a hinge which enables you to fold it down over the mirror at night; and up out of the way in the daytime.

Motorists planning a Continental holiday may like to be reminded of the Cibie Diplomat conversion *optiques* which offer right-hand or left-hand dipping of the headlamp beam at will.

They cost £4 17s. 6d. a pair, including white bulbs and connectors. If you specify yellow bulbs they are 2s. 6d. extra, and postage and packing cost another 2s. 6d. if ordered direct from Brit-Over Limited, Finchley Road, N.W.8. When you go abroad with these lamps you pull out the rubber button in the centre of the glass and use a coin to turn the screw which is thereby exposed. For driving on the right you turn it until the letters RD or H appear in the little window at the side of the button.

Lionite Specialities Limited, Sanatorium Road, Cardiff, have just put on the market, for 3s., a useful car vanity mirror which is ready for immediate fixing to any kind of surface, smooth or rough, thanks to a little foam cushion at the back with an adhesive coating. You simply peel off the brown paper cover. It 's ideal for fixing to the back of a sun visor or to the wall of a caravan.

To cater for motorists who want to take advantage of the cheap mid-week Channel ferry fares, Rentavilla, which hires out holiday accommodation in Brittany and on the Mediterranean coast, has arranged a number of Friday "occupation dates" in each of the eighty resorts where they have villas. . . .

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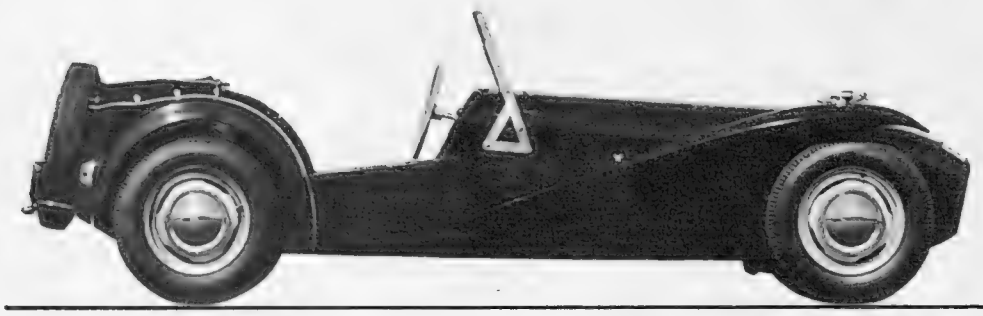

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GOOD LIVING

By Ganymede

Some years ago, on my first visit to Cognac, I was being shown round the *chai* of a well-known firm when I was offered a sample of a clear, colourless liquid in a tasting-glass. " Here is a newly-distilled young brandy," I was told. In my innocence, I was just about to take a sip to taste, when I was given a word of warning. It was just as well, for the liquid in its raw and undiluted state was just like fire. This was a most impressive demonstration of the miraculous change that takes place during the years of maturing of cognac in cask. As supporting evidence I was shown other samples of brandies at their different stages of development.

I never thought that such a demonstration could be seen anywhere outside Cognac until the other day, when I was invited to a most unusual brandy tasting by Messrs. Matthew Clark and Sons, the agents of the House of Martell, held at their office in the City of London. Samples had been specially sent over from Cognac for the occasion, and in every respect their range was quite unique and the experience most memorable.

Before going any further I must explain that the region where Cognac can be made (the departments of Charente and Charente Maritime) is clearly subdivided into the Grande Champagne, Petite Champagne, Fins Bois, Bons Bois, Bois Ordinaires and the Borderies. Of these the Grande Champagne makes the best Cognac, and the Petite Champagne the next best, while the others are not quite such fine quality. Most Cognacs in commerce are blends of the various areas, and, of course, the blending is of brandies of the different qualities of the different areas, and of brandies of different stages of maturity.

For the tasting at Matthew Clark's the following samples were offered: Fins Bois and Grande Champagne, side by side, of the years 1960, 1959, 1958 and 1957. In sequence after these eight samples there were three from Grande Champagne, 1955, 1953 and 1950. In this way comparison was made possible, not only between the immature and the various stages of maturity of brandy from the same area, but at the same time between the two areas. The Fins Bois, incidentally, is the largest of the designated areas, and produces most of the standard brandies used in the various blends.

Brandies are allowed to mature in casks, made of limousine oak, undisturbed for years. Starting their life at full strength, which may be as high as 22 degrees over proof, they are allowed to remain undisturbed for a great many years. This particular kind of wood has certain qualities essential for the development of the brandy. It has just the right amount of porosity to allow a limited amount of contact with the outside air, and its chemical composition is such that it adds that certain something which makes a brandy smooth and wonderful in the course of time. It also introduces colour very slowly, as the comparison of the samples clearly showed. The amount of colouring is not always the same, and the samples showed this, too. In some cases it is slower than in others.

There is also a small amount of alcohol lost in the course of the years of maturing, but this does not exceed 5 degrees in ten years as a rule. So the difference in alcohol contents between the samples is not really very great, yet it was possible to observe the gradual diminishing of that raw bite of the liquid which had an almost numbing effect on the taste-buds in the case of the very young samples.

We had been warned by our hosts at the tasting: " All these brandies are over proof in strength and therefore should be tasted with care. It is, however, perfectly safe to use normal wine-tasting procedure, but naturally they should not be swallowed. Professional tasters in Cognac find it helpful to have an occasional glass of water during tasting. . . ." The occasional glass of water was needed, too, to put out the raging fires in our mouths. In fact, I found it much better to rely on my nose, as I found that the fierce alcoholic power had an almost anæsthetising effect on my palate. In spite of such limitations, it was a unique experience to taste, or smell, the otherwise almost incredible miracle of the cognac refining itself during maturing. For example, even in the relatively young samples of 1957 a distinctive fine nose had appeared and each of the two samples was developing in its own way. It was made absolutely clear that each brandy has its own character, even within the same area, and that the tasting and blending is a great art. It produces recognised blends, from all these different products, which remain the same year after year. The large houses in Cognac have some vineyards, but also buy the brandies produced by many growers, which have each matured separately.

The names on the bottle tell you very little as a rule, except when the word Champagne is mentioned. Grande Champagne, or Grande Fine Champagne, is very rare. It means that the brandy is made from wine from the Grande Champagne area only. Fine Champagne is somewhat less rare; it means that the origin is the Grande and the Petite Champagne, and the former must be at least 60 per cent. All the improvement takes place in the wood. Once bottled, cognac ceases to change and, as the great majority of cognacs sold today are blends, the mention of a particular vintage is, on the whole, disappearing from labels.

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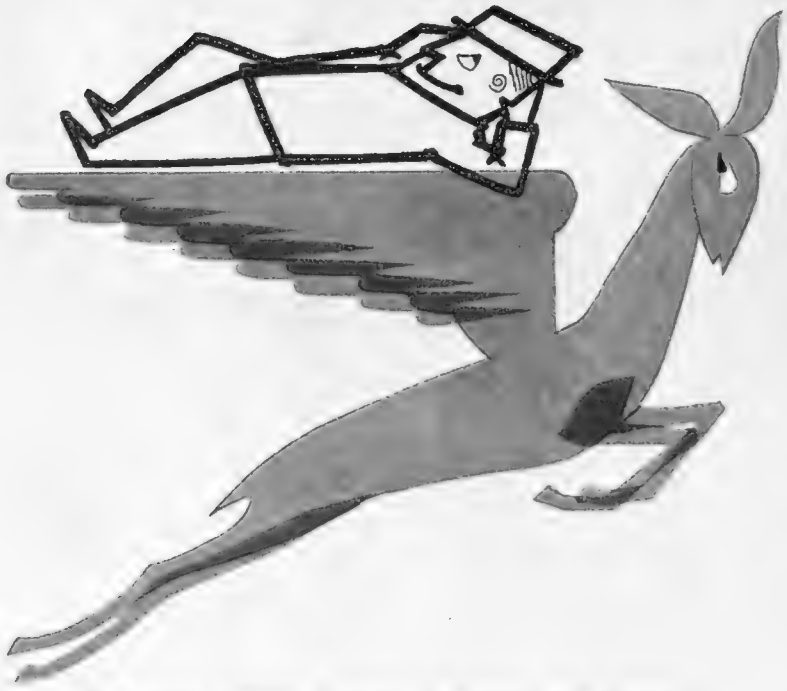

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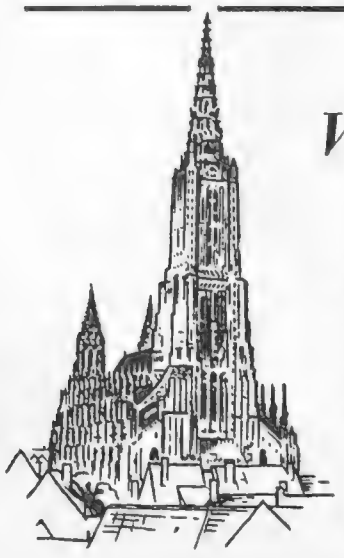

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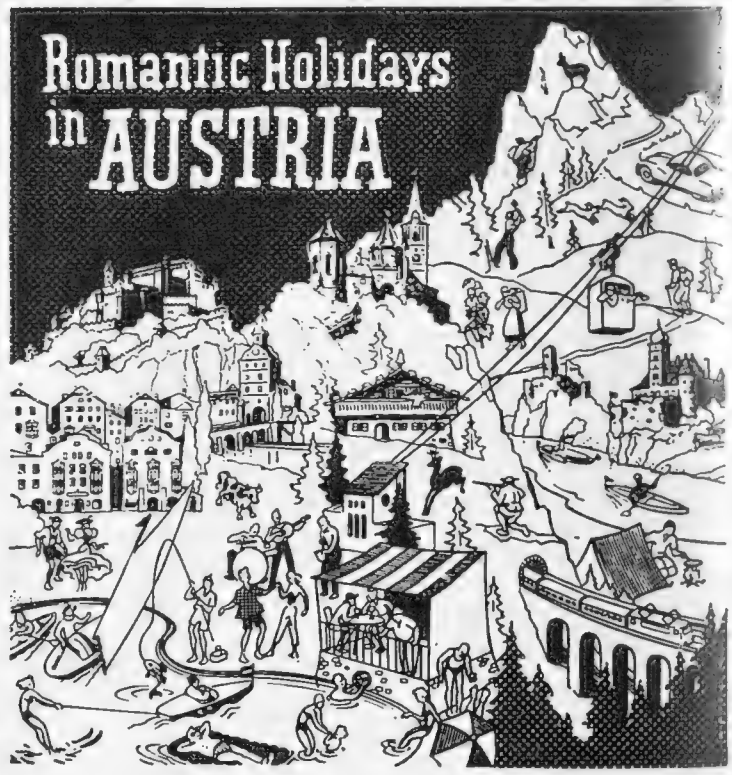

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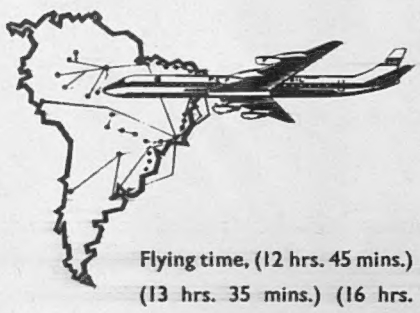

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